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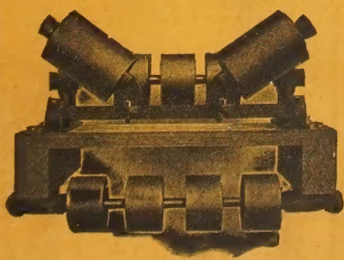
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Pratt & Co., grain commission.*
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Dole & Co., J. H., grain and seeds.*
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Fraser Co., W. A., grain commission.*
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Gerstenberg & Co., grain, seeds.*
Hoit & Co., Lowell, commission, grain and seeds.

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Merrill & Lyon, commission merchants.*
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Nye & Jenks Gr. Co., commission merchants.
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Quinn, Geo. B., grain commission.
Rang & Co., Henry, grain commission.
Re Qua Brothers, grain commission.*
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Rogers Grain Co., buyers and shippers.
Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., receivers and shippers.
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Sawyers Grain Co., grain commission.*
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Shaffer & Co., J. C., buyers and shippers.*
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Somers, Jones & Co., grain and field seeds.*
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Uplike Commission Co., grain commission.*
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Ware & Leland, grain, seeds.
Wilson & Co., B. S., grain commission.

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Ellis & Fleming, grain and hay.*
Gale Bros. Co., grain, hay, feed.*
McCullough's Sons Co., J. M., seeds.
Stafford, J. R., grain and hay.
Union Gr. & Hay Co., grain buyers and commis'n.
Van Leunen & Co., Paul, consignments.

CLARKSBURG, W. VA.

Willis, W. W., broker, grain, hay, straw, millfeed.

CLEVELAND, O.

Abel Bros., hay, grain, feed.
Bailey, E. I., grain and millfeed.*
Bennett, W. A., receivers grain, hay & millfeed.
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., receivers and shippers.
Sheets Bros.' Eltr. Co., The, grain, hay, straw.
Shepard, Clark & Co., grain, hay and straw.
Star Eltr. Co., receivers, grain, hay, straw.
Strauss & Co., H. M., grain, seeds, hay, straw.*

COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

COLUMBUS, O.

Morton Grain & Hay Co., grain, hay & feed.

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain seeds.*

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Lawrence Bros. Co., Ltd., grain, seed and feed.

CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

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McConnell, R. B., grain dealer.

DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.*

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*
Hight Grain Co., grain brokers.*
Smith & Co., F. P., grain brokers & commission.
Van Leunen & Co., Paul, consignments.

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Ady & Crowe Mercantile Co., grain, hay.*
Best & Co., J. D., grain and hay.
Crescent Mill & Eltr. Co., flour and grain.
Longmont Farmers Mill & Eltr. Co., flour, grain.
Scott, E. E., broker grain, cottonseed meal, bags.

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Harper & Ward, grain merchants.*
Lockwood Grain Co., B. A., grain & millfeeds.*

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Board of Trade Members.
Dumont, Roberts & Co., receivers, shippers.*
Ellair, Huston & Co., recvrs. & shprs., gr. & hay.*
Hart Grain Co., recvrs. & shippers, grain, beans.
Hobart & Son, H. M., grain, hay and millfeeds.*
Lapham & Co., J. S., recvrs. & shippers of grain.*
Simmons & Co., F. J., grain recvrs. & shippers.*

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El Reno Mill & Eltr. Co., grain buyers & shippers.

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Egly-Doan Eltr. Co., grain, hay and seeds.

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Kolp, E. R. & D. C., grain and seed dealers.*
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Boyd, Bert A., Indianapolis commission man.*
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Kinney Grain Co., H. E., receiver and shipper.*
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Witt, Frank A., grain commission and brokerage.

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Clay Grain Co., F. B., grain commission.
Croysdale Grain Co., grain commission.
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Ernst-Davis Grain Co., commission.*
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Tomlin Grain Co.
Vanderslice-Lynds Co., grain commission.
Wright Com. Co., A. D., grain consignments.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.*

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Heinmiller, F. G., track buyer of grain.

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Ward Grain Co., track buyers & brokers, grain.

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Gordy Co., C. L., grain and millfeed brokers.
Hayes Grain & Com. Co., grain, hay, millfeeds.

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Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay and grain.
Menefee & Co., R. H., grain and hay.
Schuff & Co., A. C., grain & hay.
Thomson & Co., W. A., corn, oats & rye.
Verhoeff & Co., H., receivers and shippers grain.*
Zorn & Co., S., grain.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.
Davis & Andrews Co., grain dealers.*
Horton & Co., J. B., grain & hay commission.
Jones, Lee D., grain & hay commission.*
Jones & Rogers, grain dealers.*
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Scruggs-Robinson Co., brokers & com. merchants.
U. S. Feed & Grain Co., grain, hay, millfeed.
Webb & Maury, grain and hay.*
Wyatt, E. W., grain, hay and millfeed broker.

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Alley Grain Co., oats, corn, wheat, seeds.*

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Chamber of Commerce Members.

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Courtess, S. G., field seeds.
Ellsworth, B. G., grain consignments.
Fagg & Taylor, grain merchants.*
Franklin Grain Co., grain and feed.
Hadden Co., E. G., grain commission mchts.*
Johnstone & Templeton, grain commission.
Kamm & Co., P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Mereness & Potter Co., grain commission.*
Morris-Parry Grain Co., Grain Dealers.
Owen & Co., O. C., grain commission merchants.
Owen & Brother Co., grain commission.
Rankin & Co., M. G., shippers, corn, oats, barley.
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Stacks & Kellogg, grain merchants.
Wissbeck-Grunwald Co., grain and feed.

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Benson-Newhouse-Stabeck Co., grain commission.
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Carter, Sammis & Co., grain commission.
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Gee Grain Co., G. E., grain consignments.
Getchell-Tanton Co., grain commission.
Gould Grain Co., grain merchants.
Hankinson & Co., H. L., grain commission.
International Grain Co., grain consignments.
Johnson & Olson Grain Co., grain commission.
Marfield Grain Co., grain commission.
McCaull Dinsmore Co., consignments solicited.*
McDonald & Wyman, grain commission.
Minneapolis Seed Co., field seeds.
Minnesota Grain Co., grain commission.
Nicholls & Taylor, grain consignments.
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Quinn Shepherdson Co., grain commission.
Ray Grain Co., grain commission.
Rhieldaffer Co., J. H., grain com's'n merchants.*
Stair, Christensen & Timmerman, grain commission.
Stinson-Tenney Co., grain commission.
Turtle & Co., grain commission.
Van Dusen-Harrington Co., grain merchants.*
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Wernil-Anderson Co., grain commission.
Wyman & Co., C. C., grain commission.
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Robinson, G. B., Jr., grain and millfeeds.

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United Grain Co., grain commission.
Weekes Grain Co., receivers and shippers of grain.
Welsh Grain Co., grain and hay commission.

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Grier & Co., T. A., grain commission.
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Pultz & Co., J. B., grain and feed.*
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Richardson, Edw. M., grain and feeds.
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Stites, A., Judson, grain and millfeed.

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Geldel & Dickson, grain and hay.
Hardman & Heck, grain, hay and millfeed.
Heck & Co., W. F., grain, hay and millfeed.*
McCaffrey's Sons Co., Daniel, hay, grain, millfeed.
McCague, R. S., grain, hay.*
Smith & Co., J. W., grain, hay, feed.
Stewart, D. G., & Geldel, grain, hay and feed.
Walton Co., Sam'l, grain and hay.

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Bragg, W. G., commission, grain, hay, millfeed.
Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

SAGINAW, MICH.

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Lupton Gr. Co., R., whol. grain & cottonseed pdts.

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Mullally Com. Co., John, grain, hay, seeds.*
Nanson Commission Co., grain commission.*
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Picker & Beardsley Com. Co., grain & grass seed.*
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King & Co., C. A., grain, clover seed.*
Rundell Co., W. A., grain and seeds.*
Southworth & Co., grain commission.*
The Toledo Field Seed Co., clover, timothy.
Wickenhiser & Co., John, recvrs. & shippers. of gr.

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Bennett Com. Co., A. H., grain merchants.
Hoyt-Blanchard Grain Co., wholesale grain.
Jolley Grain Co., grain merchants.
Norton Grain Co., milling wheat a specialty.
Topeka Gr. & Elevtr. Co., receivers & shippers.

TORONTO, ONT.

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TRINIDAD, COLO.

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Craig, J. V., hay and grain broker.*

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Harold Grain Co., J. C., receivers & shippers.
Independent Grain Co., grain commission.
Keith Gr. Co., N. H., brokers & commission.
Kelly Bros. Gr. Co., commission & brokerage.
Kelly, Edward, wholesale grain & commission.
Woodside-Smith Gr. Co., receivers & shippers.

WINFIELD, KANS.

Daves & Daves Grain Co., grain, hay & millfeed.
Hayes & Co., John, wholesale grain and hay.
Head Grain Co., grain, millfeed, seeds.

*Members Grain Dealers National Association.

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Toledo Leads World

JOHN WICKENHISER & CO.

Wholesale Grain Dealers

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Solicit consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago Board of Trade

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SOLICIT YOUR BUSINESS

We do not believe in Special Privilege, therefore have no special inducements to offer, except our same old reliable way of doing things which we have employed since 1887.

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GRAIN AND SEEDS

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CAVERS ELEVATOR COMPANY
OMAHA, NEB.

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Grain and Hay, make Pure Corn
Chops, Sack grain, quote prices de-
livered any R. R. station.

Holmquist Elevator Co.
OMAHA, NEB.

Receivers and shippers of all kinds of grain.
Sacked corn and oats a specialty.
Consignments solicited.

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Buyers and Shippers of
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BARLEY, RYE, FLAX

Efficient Service on Consignments
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CROWELL ELEVATOR COMPANY
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GRAIN
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GRAIN OMAHA

Brandeis Bldg.

INDIANAPOLIS BOARD OF TRADE MEMBERS

JORDAN & MONTGOMERY CO.
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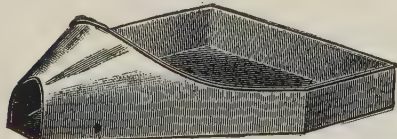
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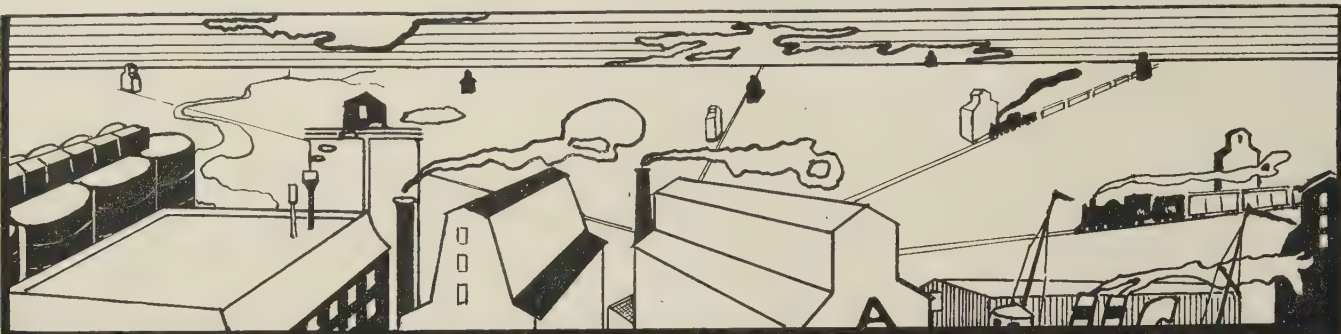
MINNEAPOLIS, MINN.

Receivers and Shippers of ALL KINDS OF GRAIN

Consignments Solicited

Send Samples—Barley—Oats—Flax and Low Grade Wheat for Quotations

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS



Consignments

Consignments — the most profitable, yet by far the most venturesome method of selling your grain.

Venturesome — in that case of consigning an unheard-of-commission firm, where the bid warrants the shipping of the car; when consigning a small and unprogressive company or one too large to give the proper attention for a satisfactory execution of your interests, and when the record-breaking returns from the trial car warrant another car.

Profitable — when the prompt, smile-bringing and never-varying satisfactory returns, warrant your continued patronage. In other words, profitable when you

Consign

E. L. WELCH CO.

Webster and Welch give different meanings of the word Consignment.
A trial car to the latter, assures a preference.

"Smile-Bringing Returns"

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Pres. and Treas.

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C. A. MALMQUIST
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Duluth

T. H. WELCH
Secretary

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

The VAN DUSEN-HARRINGTON Co.
GRAIN COMMISSION

Write for prices and samples. We solicit your consignments and futures business.

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You get just a little better service and results when you

Consign to

WERNLI-ANDERSON CO.

Minneapolis or Duluth

H. L. HANKINSON & CO.
GRAIN COMMISSION

Solicit Your Consignments

MINNEAPOLIS
MILWAUKEE DULUTH

For **RIGHT GRADES** Ship **Johnson Olson Grain Co.**
GOOD PRICES

Fraser Smith Company
i n e s t s e r v i c e c o n s i g n m e n t s

Duluth :: Minneapolis :: Milwaukee

SHIP TO
H. POEHLER CO.

EST. 1855
GRAIN COMMISSION
MINNEAPOLIS DULUTH

J. H. Riheldaffer Co.

153 Chamber of Commerce Annex
MINNEAPOLIS

Grain Commission

Careful personal attention given to consigned grain. We know its value.

For Good Results

Better Consign to the Old Firm

Nicholls & Taylor

MINNEAPOLIS

or

McKindley & Nicholls

DULUTH

Consign Your Grain

To

Cargill

Commission Company

Good Sales Absolute Security
Quick Returns Courteous Treatment

Write for Market Letter and Barley Posting Service.

754 Security Bank Bldg. 611 Board of Trade
MINNEAPOLIS DULUTH

GOULD GRAIN CO.

F. J. SEIDL

P. M. INGOLD

Consignments

A Specialty

Write for our Special Market Letter

MINNEAPOLIS, MINN.

GRAIN BOOKS



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RYE
CORN OATS

G. E. Gee Grain Co.

77 Chamber of Commerce, Minneapolis

There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.

The reason

men do not accomplish more,
is because they do not try more.

Grain shippers, you can not obtain utmost profits in the grain business, until you have tried a large number of firms. In this way you become familiar with our

Consignment Service

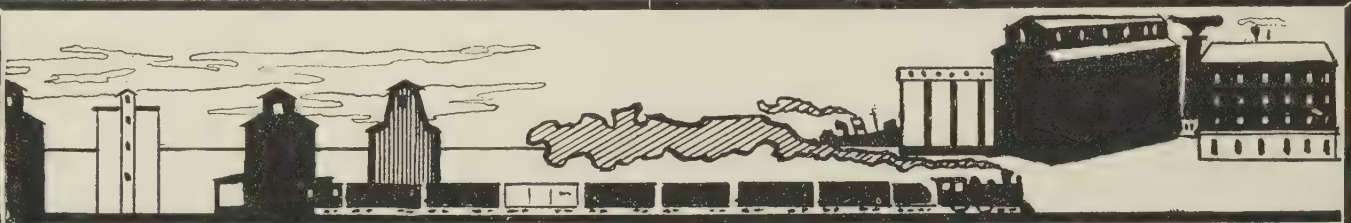
The McCaull-Dinsmore Co.

Branch Offices:

Aberdeen, So. Dak. Omaha, Neb.
Sioux City, Iowa Helena, Mont.

Then you have accomplished all that is possible, Grain Merchants.
Minneapolis Duluth

CINCINNATI CHAMBER OF COMMERCE MEMBERS



THIS space has produced such good results since the last issue, we have been too busy to more than write our name this time. It's enough, anyway.

Paul Van Leunen & Co.

ASK FOR OUR BIDS

CINCINNATI, OHIO

DECATUR, ILLINOIS

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J. W. CRAIG GRAIN CO.

Turkey hard wheat for the milling trade. Consignments solicited.

References: Any Bank or Commercial Agency. Wichita, Kans.

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Wholesale Grain and Commission Merchant

In the heart of the Kansas turkey wheat and Kafir corn district.
Member Wichita Board of Trade—
Kansas Grain Dealers Assn.

Your Orders Solicited Wichita, Kan.

J. R. Harold Grain Co.

WICHITA, KANSAS

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CORN

J. S. Lapham & Co.

Established 1865

FRED W. BLINN, Mgr.

601-2-3 Chamber of Commerce

Detroit : Michigan

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Robinson's Cifer Code, leather	-	-	2.00
Hay and Grain Cifer Code	-	-	1.00
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Baltimore, Export Cable Code	-	-	8.00
Companion Cable Code	-	-	5.00
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Universal Grain Code	-	-	3.00
American Seed Trade Assn.'s Code	-	-	2.00
Stewart's International Code	-	-	.25

For any of the above, address

GRAIN DEALERS JOURNAL,
315 So. La Salle St., CHICAGO, ILL.

Dumont, Roberts & Co.

Solicit Your Detroit Consignments

Receivers and Shippers

Chamber of Commerce, Detroit, Mich

THE HART GRAIN CO.

828-9 C. of C. DETROIT, MICHIGAN

Receivers and Shippers

Wheat, Barley, Oats and Beans.

Ask for our daily bids. Will keep you posted regarding market conditions.

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who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

Judicious Advertising as Irresistible as Niagara

The Journal Continuously Demonstrates It

RECEIVERS, SHIPPERS AND BROKERS.

McCRAE, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
None are more able to give you this than we.
Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO.
Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

McLane, Swift & Co.

Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
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Receivers and Shippers of
GRAIN
Terre Haute and Evansville, Ind.

CRABBS REYNOLDS TAYLOR CO.
GRAIN AND CLOVER SEED
CRAWFORDSVILLE INDIANA

IOWA-DAKOTA GRAIN CO.
Grain and Commission Merchants
FURNISHING GRAIN TO MILLS AND INTERIOR POINTS A SPECIALTY
Write or Wire for Prices. **SIoux CITY, IA.**

E. F. Shepard O. W. Trapp Chas. G. Clark
Shepard, Clark & Co.
218 Columbia Bldg., CLEVELAND, O.
GRAIN HAY STRAW
Dried Beet Pulp. "Hector" Distillers Grain. Mill Feed

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
ASK FOR PRICES

We want to hear from shippers of
OAT FEEDS AND OAT MIDDINGS
We buy all kinds of sample Wheat and Barley—also Malt Sprouts, Kaffir Corn, etc.
Correspond with us. Think it will pay you.
THE D. W. RANLET CO.
708 Chamber of Commerce BOSTON, MASS.

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GRAIN BROKERS
BUYERS OF CAR LOTS
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L. E. SLICK & CO.
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CASH GRAIN
We Buy Grain for All Markets.
Both Phones. Get Our Prices.

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GRAIN AND FEED
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STOCKBRIDGE ELEVATOR CO.
Buyers and shippers of
GRAIN, HAY, BEANS and WOOL
"Quick service, give us a trial."
JACKSON, MICH.

WILLIS E. SHELDEN
Wholesale Grain
JACKSON MICHIGAN

VAN ETEN PRODUCE CO.
Shippers of Hay, Grain and Produce
BUCKWHEAT OUR SPECIALTY
Box 41 VAN ETEN, N. Y.

Barry Grain Co., Inc.
Albany, N. Y.
GRAIN COMMISSION

Mr. Shipper—If you want live representation to cover all New York State, write us. We quote a daily list of 200 to 500 dealers. We are in the heart of the trade, and want a few good accounts.

Chicken wheat a specialty. Quote us, and send samples of all off-grade grains you have to offer.

We want new corn and oat offerings direct from country shippers.

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We have lots of it.
"LET'S GET TOGETHER."
PEASE GRAIN and SEED CO. Beatrice, Nebraska.

Hughes Warehouse & Elevator Co.
NASHVILLE, TENN.
Grain, Hay, Millfeed, Flour

Clark's Double Indexed Car Register

Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14 1/2 inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

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W. W. WILLIS
BROKER

Central West Virginia Territory
Correspondence solicited.
Lowndes Bldg. Clarksburg, W. Va.

Put Your Name

where everyone identified with the grain trade will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

GET OUR PRICES ON
GASOLINE ENGINES, AND
AUTOMATIC SCALES
BEFORE BUYING.
WE WILL SAVE YOU
MONEY.

SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.

SEND US YOUR
ORDERS.

EVERYTHING
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ELEVATOR

CAN BE
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FROM THE

American Supply Co.
OMAHA, NEB.

LARGEST STOCK GRAIN ELEVATOR
MACHINERY & SUPPLIES LOWEST PRICES

GASOLINE ENGINES, SCALES, CONVEYING MACHINERY ETC.

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Plain Dump Irons
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Feed Mills
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Cast Iron, Steel
Rim, Wood Split,
Friction Cutch,
LARGE STOCKS



We make and sell
all styles of Coup-
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Roversford Com-
mission Coupling.



BIN GATES OF ALL KINDS



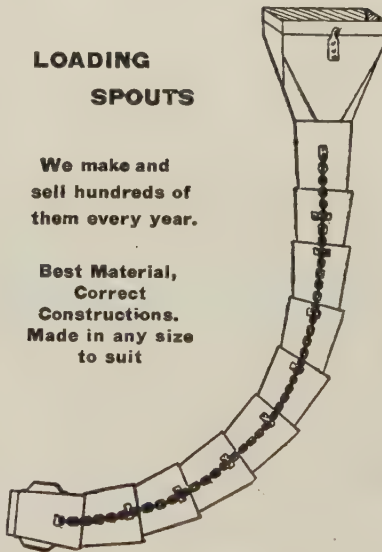
SECTIONAL STEEL SPOUTING

Receiver
Joints and all
Sheet Metal
Work.

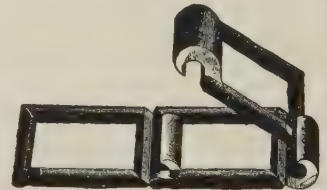
LOADING SPOUTS

We make and
sell hundreds of
them every year.

Best Material,
Correct
Constructions.
Made in any size
to suit



Sprocket
Chain
All
Sizes



SPROCKET WHEELS

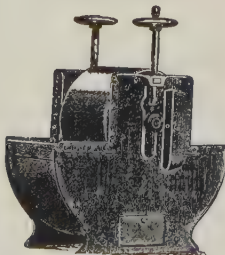
Plain, Split, or
with Clutches.



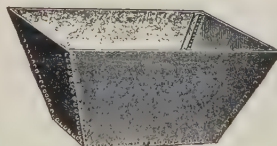
CAR MOVERS
EASY
ATLAS
SAMSON
SHELDON
SPECIAL



EMPIRE CUPS



CAST IRON BOOTS,
ADJUSTABLE,
ALL SIZES.



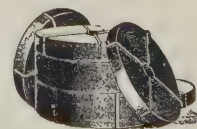
BOOT PANS, All Sizes.



SALEM CUPS.



CUP BOLTS
All Kinds.



Rubber
and
Leather
Belting



Our seamless Rubber Belting is the best for
elevator service and is guaranteed.



MACHINE CUT LACING

Rawhide and
Indian Tan
Best Quality

Ask for our Handy Net Price
Catalog.



A complete line of bearings,
Plain and Self-Oiling.



By Comparison always found to be the best. We
carry a full line Wagon, Hopper and Dump Scales.

Ask us about Corn shellers and cleaners.



GRAIN TESTERS

Both the
HOWE and
CHAMPION
carried in
stock.

\$ MARGIN \$

\$ MARGIN \$

How wide is your margin?

You can increase it—

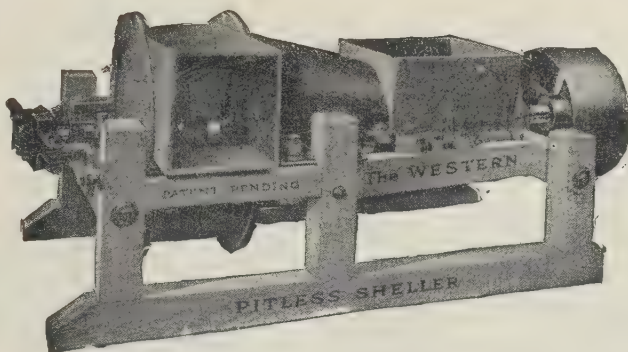
No matter how small or how large a margin upon which you can afford to handle grain, you can increase it, and yet pay the same price of your competitor. You can widen your grain handling margins, not thru the buying and selling of grain, but thru the method you handle it,—thru the use of "Western" grain handling and power transmitting machinery.

It's a fact, the more general the use of "Western" machinery in your elevator, the more efficient your grain handling facilities become, and the lower your operation costs result.

"Western" machinery is the utmost solution of the grain handling problem, and every part is the result of over forty years' experience and study in this line.

The largest and most successful grain men are invariably users of

The "Western" Line



The "Western" Pitless Sheller

handles corn better, quicker, cheaper and more satisfactory than any other sheller manufactured.

It discharges directly into the elevator boot, doing away with the deep tank or pit under the elevator.

Western Shellers are adjustable and can be changed in a few minutes to discharge either right or left, under or over, also adjustable to all kinds and conditions of corn, while machine is running at full speed. It is the only fan discharge sheller manufactured, which WILL NOT CRACK THE CORN.

Simple, strong, durable, efficient and cheap. 125 to 2,500 bushels per hour.

Increase your margins today. Write for everything from "Pit to Cupola"

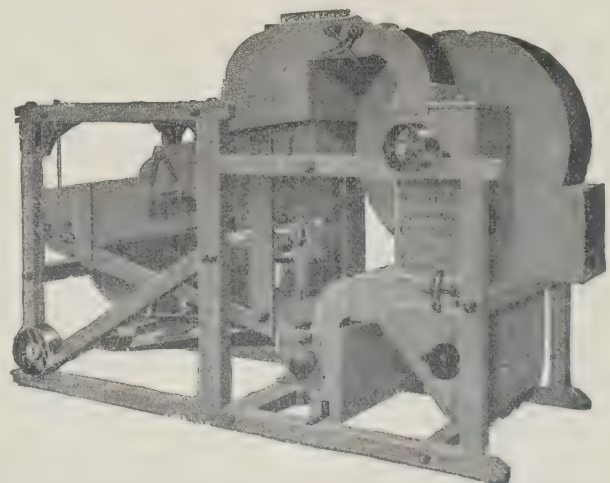
UNION IRON WORKS
DECATUR, ILL.

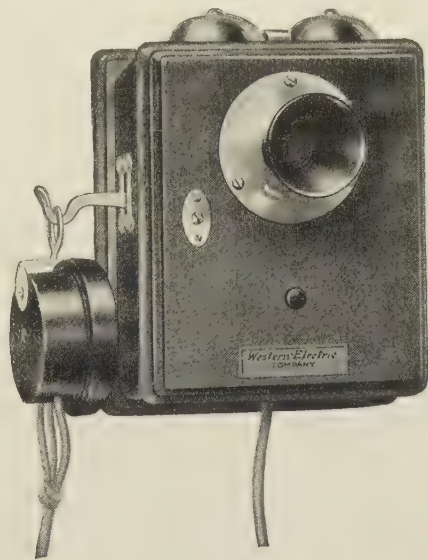
The "Western" Gyrating Cleaner

handles grain of all kinds better and cheaper than any other cleaner of equal capacity on the market. Better separation, greater capacity, better cleaning, better balance, less vibration, better control, greater durability, least expensive and most convenient machine to install.

It has two distinct movements—rotary and oscillating. The improved patented adjustable finger screens used in this cleaner are non-chokable and are always clean and open, assuring a quick and perfect separation.

Simple, strong, best material, thoroughly braced and will not rack. Less height and floor space than any other machine of equal capacity.





Send
Your Voice
On
Your Errands!

By equipping your elevators,
warehouses and offices
with a system of

Western Electric
Private Line
Inter-phones

you can have every point in your
plant within reach at all times.

Inter-phones represent perfection in inter-
communicating telephones.

No operator is required—you merely press
a button and talk. Easy to install—easy to
operate—easy to maintain.



Tell our Dept. 46-K your requirements—ask for prices.

WESTERN ELECTRIC COMPANY

EVERY BELL TELEPHONE IS



A WESTERN ELECTRIC TELEPHONE

Manufacturers of the 6,000,000 "Bell" Telephones

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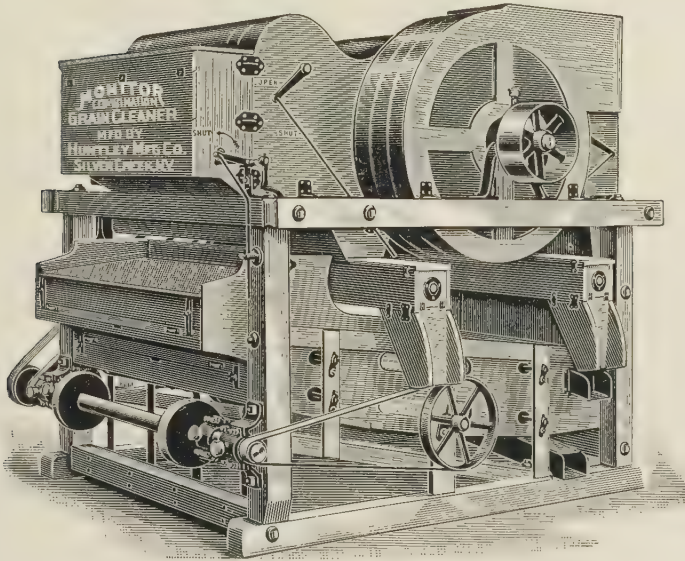
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EQUIPMENT FOR EVERY ELECTRICAL NEED

"TELEPHONE OUR NEAREST HOUSE"

Cleans flax to 98% pure and cleans grain equally close



Nowhere—another machine that will clean so closely. Nowhere—another cleaner delivering such work without a heavy shrinkage loss. A list of its hundreds of users is proof positive of this machine's ability. Nowhere—a cleaner like it in principle or operation—our patents protecting us on the very features that make such remarkable results an easy certainty.

Send for catalog—and list of users.

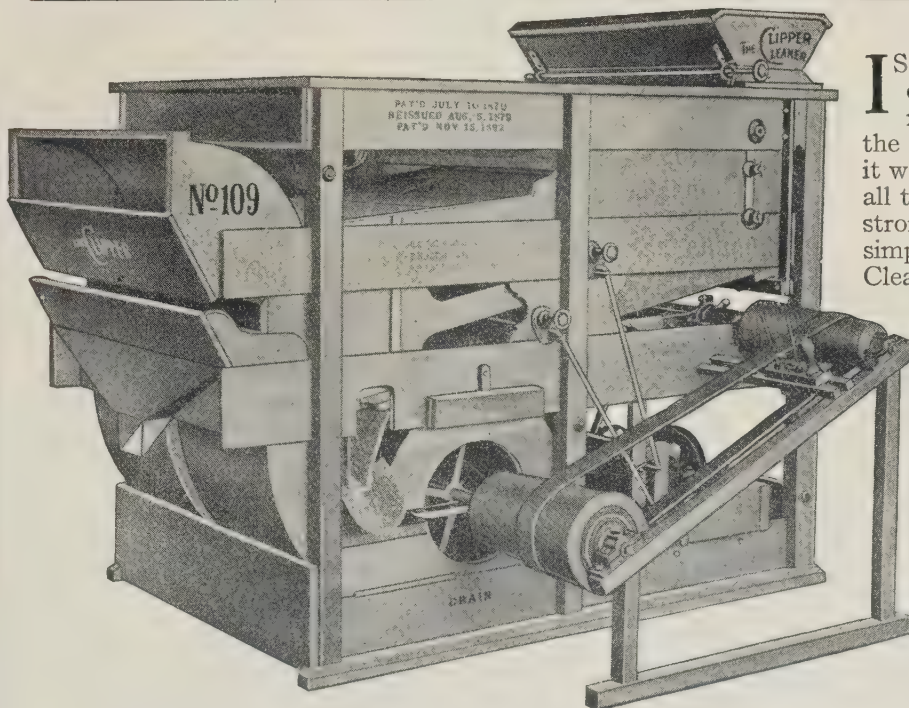
HUNTLEY MFG. CO., Silver Creek, N. Y.

“MONITOR”

COMBINATION GRAIN CLEANER

MINNEAPOLIS, MINN.—A. F. Shuler, 316 Fourth Ave., South
CHICAGO, ILL.—F. M. Smith, 501 Traders Building
PORTLAND, ORE.—C. J. Groat, 601 Concord Building
WICHITA, KANS.—J. B. Ruffrauff, 301 S. Lawrence Street
ST. LOUIS, MO.—S. J. McTiernan, 25 Merchants Exchange

The No. 109 Clipper Cleaner



IS UNEQUALED for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens which enables you to keep it working to its full screen capacity all the time. It is very light-running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horse-power on clover or any kind of seed, nor over one horse-power on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., Saginaw W. S., Michigan

"NESTOR" FOR ELEVATORS

Such is the title of a Booklet which will show you how this

SOLID WOVEN WATERPROOF BELTING

can save you money by increasing the efficiency of your elevator.

*When you write for sample and price list,
kindly mention this paper.*

The American Fabric Belting Co.
CLEVELAND, OHIO.

Mr. Belting-User---

we want you to seize this offer.
Tear out this advertisement,
attach to your letter-head, and
mail both to us to-day.

We will immediately send you sample of

Salisbury "R.F.&C." Solid Woven Rubber Belting

We are confident that inspection, comparison in quality and cost will prove its superiority over all other beltings for elevator use, and will warrant its trial in your elevator. As "R. F. & C." has served others, it will make you a satisfied customer.

No plies to open. No seams to split.
ASK US ABOUT IT

W. H. Salisbury & Co., Inc.

Manufacturers and Distributors of High Grade
Leather and Rubber Belting, Hose, Packings, Etc.

Established 1855

CHICAGO

50% Superior Construction
— PLUS —

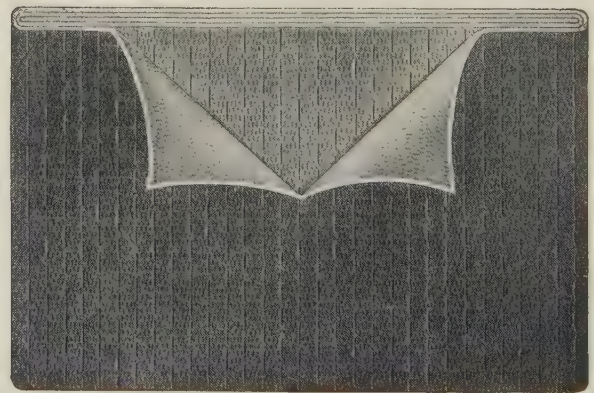
50% Superior Quality
— EQUALS —

100% Superior Efficiency

That's the way it will work out if you will discard rubber belting (which deteriorates whether in or out of service) and try our

"REXALL" DOUBLE-STITCHED BELTING

A scientifically constructed belt for GRAIN ELEVATING and CONVEYING



1. The plies cannot separate
2. The edges will not ravel
3. Bucket bolts will not pull out
4. Double the life of rubber belting

There's a good reason WHY in each case—Let us send a sample and explain before you buy.

Imperial Belting Co.

Everything in Belting
CHICAGO

GRAIN ELEVATOR BUILDERS

You can get
A MODERN ELEVATOR
for the asking
W. H. CRAMER, St. Paul, Nebr.

G. H. Birchard
CONTRACTOR OF Grain Elevators.
Especially Designed for Economy
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Write for plans 214 S. 4th St., Springfield, Ill.
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A. J. CLARK, Manager
Builders of Grain Elevators, Flour Mills
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WILLISTON :: NORTH DAKOTA

DO YOU WANT?
a modern and up-to-date
elevator? Then write to
J. A. H. Whaley, Sedalia, Mo.
"Builder of Modern Elevators"
Plans and Estimates on request.

STEEL GRAIN TANKS
We are pioneers in this line and are building
tanks in the good old fashioned way. Joints
caulked and guaranteed water, weather and
bug proof. Long experience has demonstrated
the necessity of high grade workmanship to
make steel storage a success. We do it.
Wm. Graver Tank Works, East Chicago, Ind.

Painting Contractor
on all kinds of Structural Painting, Elevator
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Estimate and Price Moderate. Write Me.
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Morley Bros., Haden & Plott
DESIGNERS AND CONTRACTORS
GRAIN ELEVATORS
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R. M. Van Ness Construction Company
Designers and Builders of
MODERN GRAIN ELEVATORS
Plans submitted. Correspondence solicited.
Offices at
LINCOLN, NEBR., and FAIRBURY, NEBR.

D. E. PALMER
WADENA, MINN.
Contractor and Builder
Elevator Work a speciality. Plans and specifications on request.



Get Old Ed to
build your elevator,
'He knows how.'

Our aim is to give good satisfaction,
and the best for the money.
Let us build your next elevator and make
you one of our satisfied customers. Our prices
are always right.
CAPITAL CONSTRUCTION CO.
Phone M. 5930 **WICHITA, KANS.**

A. H. RICHNER
Contractor of Grain Elevators,
Supplies and Chain Grain Feeders
CRAWFORDSVILLE, IND.

FLOUR MILLS and CONCRETE STORAGE TANKS
Contractors **O. J. LEHRACK** **Kansas City, Mo.**

1884 J. D. McCLEAN 1912
Elevator Contractor and Builder
Special attention given to installing engines,
scales and machinery. Remodeling and repairing
given personal attention.
1017 North Perry Ave., Peoria, Ill.

C. E. Bird & Co.
MINNEAPOLIS
Elevator and Mill
Builders
16 Years'
Practical Experience

COAL SALES BOOK
FOT RETAIL COAL DEALERS

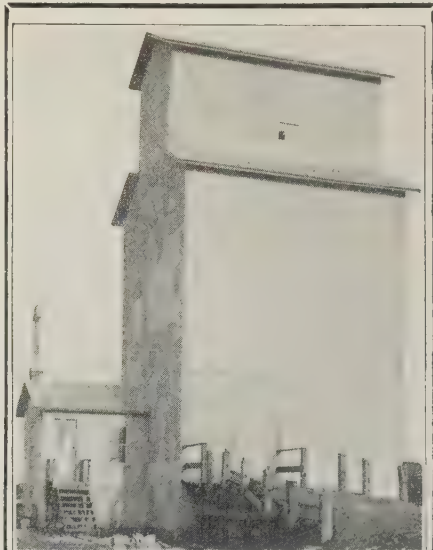
It facilitates bookkeeping, and reduces the
chance for error. Practically three books in
one: 1. Original entry of all sales made. 2.
Original entry of the scale weights. 3. Journal
from which the posting is done.

It contains spaces for 6,000 wagon loads.
Each page is ruled with column headings, as
follows: Date, Ledger, Folio, Purchaser,
Gross, Tare, Net Pounds, Price Per Ton,
Amount.

This book is 8 1/2 x 14 inches and contains 150
numbered pages of superior ledger paper. Well
bound with best binder board, covered with
cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

GRAIN DEALERS JOURNAL
La Salle St., CHICAGO, ILL.



Burrell built this elevator—
because the owner had seen one just like
it at another station near him.

That's all we ask you to do—
is to inspect a Burrell elevator near you.
There's one. Write for list of those Burrell
operators who are convinced of the
durability, convenience and the low operating cost.

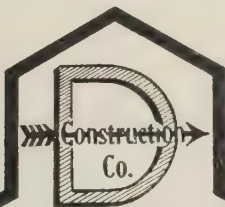
Write about any elevator work.

BURRELL ENGINEERING & CONSTRUCTION CO.
Stock Exchange Bldg., **CHICAGO**
1125 Chamber of Commerce **Detroit, Mich**

GRAIN CONTRACTS

Form 10 is a duplicating contract book,
containing 100 original and 100 duplicate contracts
for contracting the purchase of grain
from farmers; originals and duplicates are
printed on bond paper of different colors, with
spaces on the back of the leaf for entering
grain delivered on the contract. By using a
sheet of carbon paper between the original
and the duplicate, each entry on one is duplicated
on the other. The contracts are numbered
in duplicate. Check bound, size 5 1/4 x 8 1/2
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GRAIN DEALERS JOURNAL
315 S. La Salle Street **Chicago, Ill.**



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CONSTRUCTION CO., Inc.
Designers and Builders of
GRAIN ELEVATORS
And Coal Handling Plants,
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Correspondence Solicited.
510-512 WAIT BLDG.,
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**REAL builders of
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**218-219 Grain Exchange
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Claus has built elevators of
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"Economically Efficient Elevators"
Plans and Estimates **SIBLEY, IOWA**

**Reinforced Concrete Grain Elevator, Feed
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**Fireproof Construction Elevators, Mills and
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Do You Need a New Elevator?

Have You One That Needs Remodeling?

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Write or wire us about it.

We can save you money in building
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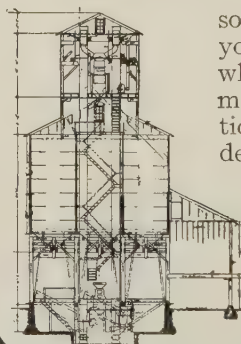
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Phone Market 374 **115 N. Emporia Wichita, Kans.**

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PLANS and ESTIMATES



so simple and self-explanatory that
you can readily see at a glance just
what you are getting, and you can
make those changes which condi-
tions in your own grain business
demand on paper. And after see-
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ACCOUNT BOOKS, SCALE TICKETS, GRAIN
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Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to mini-
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At top of left hand page, in bold-faced type, are the words, "**IN
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name of firm to whom grain is sold. It is intended that records of
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Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date
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Order Form 20. **Price \$1.75**

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Grain Elevators

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FIREPROOF ELEVATORS

A North Dakotagrain company had us build this 30,000 bushel steel elevator for them after they had had several disastrous fires.

It paid them to do it. It will pay you to investigate our facilities for building steel elevators like this one. We know the business.

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Designing and Construction
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CHICAGO



St. Lawrence Flour Mills Co., Limited.
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This very complete plant recently constructed by

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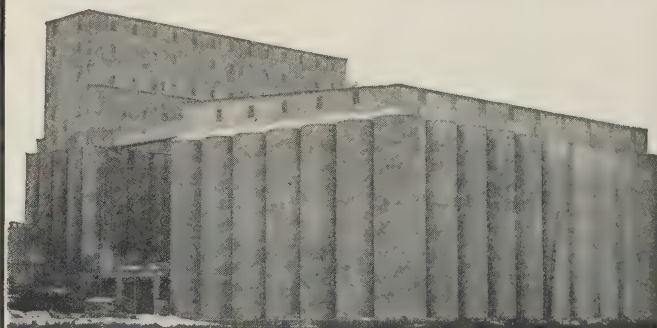
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Write us for designs and estimates.

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,600,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago

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We also do General Contracting and have Offices in the following cities.
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GRAIN FEEDERS CAR LOADERS
OVERHEAD DUMPS MAN LIFTS
for continued satisfaction
PEERLESS FEEDER CO.
RHINEHART SMITH, Mgr.
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The Improved KELLY-DUPLEX MILL

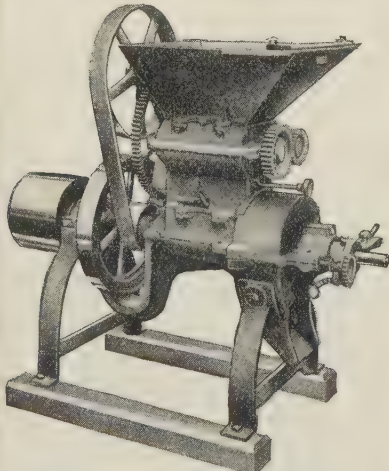
For grinding Ear Corn and Cob, with or without husks; Kaffir Corn and all kinds of small grain.

Positive FORCE Feed

Wide and strong bearings, absolute alignment and uniform product.
Double or Duplex Burrs. Perfect Regulation.

No end thrust on main shaft.
Well made, nicely finished, a real mill.

**Especially Adapted to
Gasoline Engines**



Made in four sizes, 3½ to 20 H. P.

A high class mill at a moderate price. Furnished with bagger if desired.

THE DUPLEX MILL & MFG. CO.
SPRINGFIELD, OHIO

International Sugar Feed Co.

Minneapolis, Minnesota

MANUFACTURERS

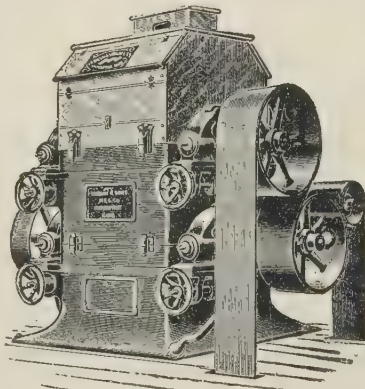
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These feeds are unequalled in nutritive value. Sold by dealers everywhere



THE EHRSAM Big Capacity Corn and Feed Mill

Is the best and biggest paying investment every grain man can make.

The EHRSAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

GRINDS Coarse or fine meal, barley, graham flour, linseed meal, corn chop, etc.

You know of the results and profits derived through the operation of a feed mill in connection with your elevator. Now let us tell you about the benefits obtained through use of the EHRSAM. Write.

THE J. B. EHRSAM & SONS MFG. CO.
2 Factory Street, Enterprise, Kansas
"Send us your rolls."

DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

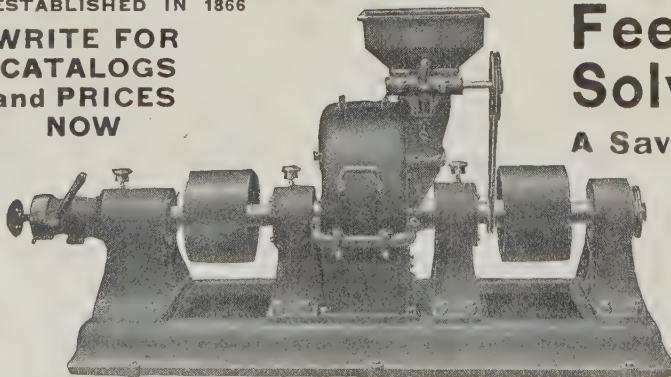
GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

"Monarch" Ball Bearing

ESTABLISHED IN 1866

WRITE FOR
CATALOGS
and PRICES
NOW



"Monarch" Ball Bearing Belt Driven Attrition Mill

We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

**Feed Grinders will always
Solve All Your Troubles.**

A Saving of from 35% to 60% in Power.

Don't Forget!

ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

SPROUT, WALDRON & CO., MUNCY, PA.

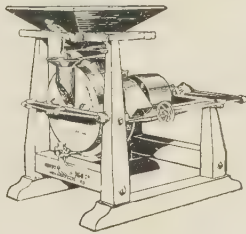
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THE MILL BUILDERS, P. O. BOX 260



N. & M. Co. Buhr Mills Grind Finest Corn Meal and Feed

They grind the highest grade rye, graham and buckwheat flours. They make the smoothest and most nourishing stock feed. Don't tear or "burn" the grain.

A Paying Investment

for private or public grinding. N. & M. Co. Buhr mills do better work than any other meal or feed mill and last a lifetime without repairs. Genuine French Buhr mill stones. Very simple. A boy can operate them. Low first cost. Fully guaranteed.

30 Days Free Trial

Costs you nothing if it doesn't convince you. Write for trial plan and "Book on Mills."

Nordyke & Marmon Co.

(EST. 1851)

1256 Morris St.

Indianapolis

Indiana

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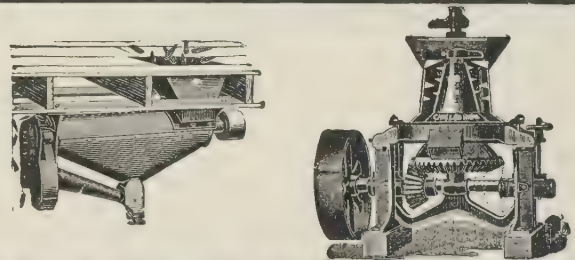
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MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE
SPOUTS. BOOT PANS, STACKS AND
TANKS, WAGON DUMPS, MAN LIFTS.
ALL KINDS OF TRANSMISSION CON-
VEYING AND ELEVATING MACHINERY

A FULL STOCK CARRIED.
GET OUR PRICES.

Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

The Gerber Patent Flexible Chain Telescope Car Loading Spout



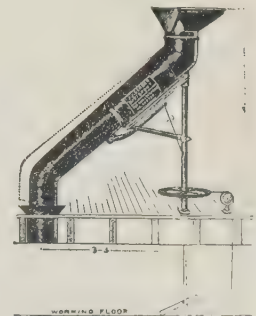
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swive Joint at S.

The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



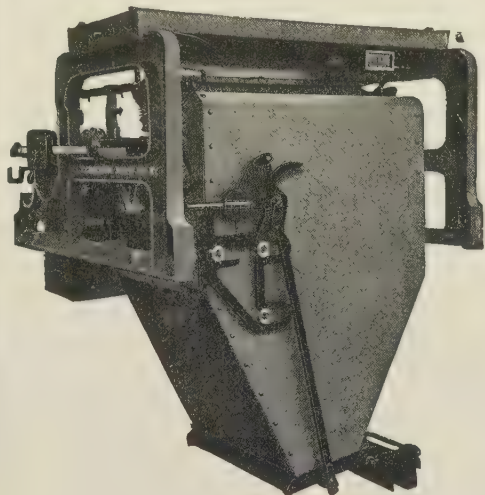
BEWARE OF IMITATIONS.
FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

A Business Necessity



Nearly 10,000 business men are using

Richardson Automatic Scales

There is nothing to equal them for shipping grain from your elevator—they're accurate—whether set level or out of level. That's because of the equal arm scale lever which finds its own level.

The Richardson Automatic Weights are accepted as **correct** everywhere.

See what the Trans-Mississippi Grain Co. say:

"We have in use at our various country elevators 38 of your Automatic Elevator Scales and they are giving us very good satisfaction, and when we are in the market again for more, you will hear from us. TRANS-MISSISSIPPI GRAIN CO.
(signed) *E. S. WESTBROOK.*"

Does your business require Richardson Service?

RICHARDSON SCALE COMPANY

209 SO. STATE ST., CHICAGO.

Passaic, New Jersey Box 876, Kansas City, Mo. 413 Third St. So., Minneapolis Box 305, Omaha, Neb. Box 694, Dallas, Texas

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

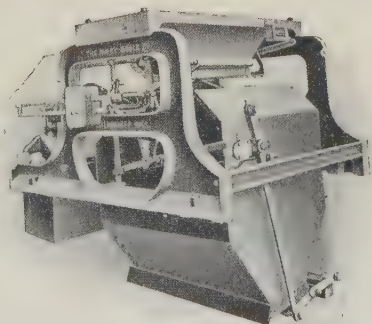
Invincible Cleaners

Knickerbocker Dust Collectors

IT'S UP TO YOU

WE can give no more convincing arguments, no more proving testimonials, no more explanatory statements, than you will find through your own personal observation and investigation of an

Avery Automatic Scale

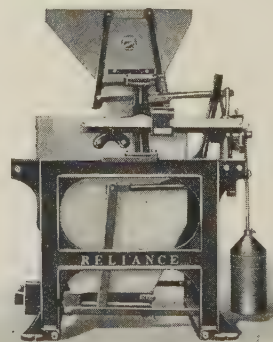


The mechanism, the principle, the design, the construction and the operation is right.

Convince Yourself.

AVERY AUTOMATIC SCALE CO.

726 Monadnock Bldg., Chicago. N. Milwaukee, Wis.



IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is.

In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

Investigate.

Write for Catalogue.

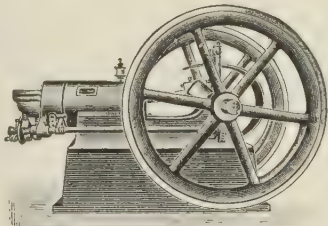
National Automatic Scale Co.

Bloomington, Illinois

Power Equipment Co.,
Minneapolis, Minn.,
Northwestern Agents.

Orr-Newell Co.
Cedar Rapids, Iowa,
Iowa, Agents

HOWE SCALES



Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

Sonander Automatic Scales

Witte Gasoline Engines - Hall's Safes and Vault Fronts
ELEVATOR MACHINERY AND SUPPLIES

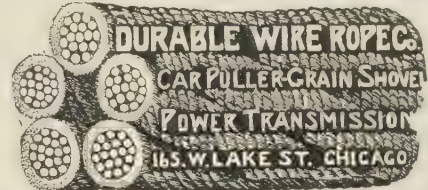
WRITE FOR CATALOG "E"

HOWE SCALE CO. OF ILL. 418-420 SOUTH THIRD STREET
MINNEAPOLIS, MINN.

Cover's Dust Protector

Rubber Protector, \$2.00
Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., SOUTH BEND, IND.



CYCLONE BLOW PIPE CO

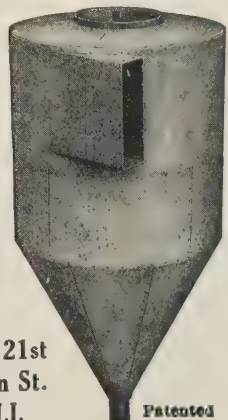
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st St., cor. Morgan St.
CHICAGO, ILL.

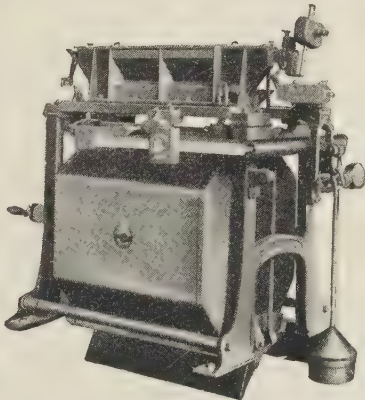


Patented

Fairbanks Automatic Scales

Are Guaranteed to Weigh Accurately

They are simple, strong and durable. Operate entirely by gravity. Handle grain rapidly through a double compartment hopper and will do your weighing cheaply, quickly and accurately. They will pay for themselves very quickly in saving time, labor and mistakes in your elevator. Send for Catalog No. 550HW.



Fairbanks, Morse & Co., Wabash Ave. & Eldredge Pl.
Chicago, Ill.

Wagon and Portable Scales, Gasoline Engines, Pumps, Water Systems, Electric Light Plants, Wind Mills, Feed Grinders

"The better you know the American—the American you know is better."

The real test of any grain cleaner lies in experience in its operation, and the longer the time the more rigid the test becomes, and the more familiar are you with its efficiency and durability.

Hence we say that the longer you know the

AMERICAN PNEUMATIC GRAIN CLEANER

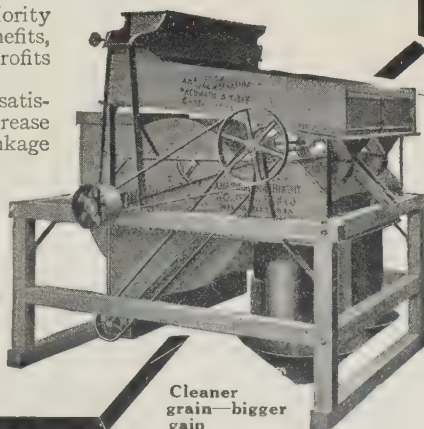
the more you will be convinced of its superiority over all others, the larger the number of benefits, the increased advantages, the bigger the profits and the greater the satisfaction.

It is the most practical, effective, and satisfactory cleaner on the market. A large increase in test weight without any perceptible shrinkage loss. Simple, reliable, durable.

Know more about the American now.

Write

American Machinery & Construction Company
MILWAUKEE, - - - WIS.



Cleaner grain—bigger gain

An Evolution In Dust Collecting Economy

The "OLD CYCLONE" served its purpose as an important factor in Dust Collector Evolution



The Problem was to Eliminate the Loss of Half the Power, or Volume of Air Current.


The New "1905" Cyclone Dust Collector Saves That Loss

The Knickerbocker Co.
JACKSON, MICH.

Investigate—Write for Catalog.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.




MILWAUKEE BAG COMPANY

CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.



MILWAUKEE BAG COMPANY

A SATISFIED CUSTOMER

He says so himself, and he ought to know. The reasons are plain, it is because

The Boss Car Loader

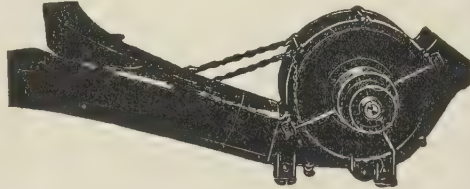
is compact, durable, practical and satisfactory in operation and installation cost.

Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

MAROA MFG. COMPANY

Dept. 3. MAROA, ILL.

MAROA MFG. CO., Maroa, Ill. Peru, Neb., Aug. 17, 1912.
DEAR SIR:—I have to say the car loader has done well, all I could expect of it. Enclosed you will find bank draft for the loader and a satisfied customer. Respectfully yours,
GEO. K. PETIT.



THE K-C CAR LOADER

The Loader that saves its price on every car

- ¶ Saves pocketing of dust and dirt and lower grades of grains right in front of car door.
- ¶ Will grade your grain from one to two points higher on account of even distribution.
- ¶ Money refunded if Loader is not satisfactory after loading three cars.
- ¶ Send for name of nearest user or write A. A. Lee, Hatton, N. D., or B. F. Stone, Stillwater, or Capital National Bank, St. Paul, for references.

Fully Guaranteed—Have Good Proposition for Agents

K-C CAR LOADER CO.

214-18 American National Bank Bldg.
ST. PAUL, MINN.



IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader

become acquainted with any user. We will gladly send list.

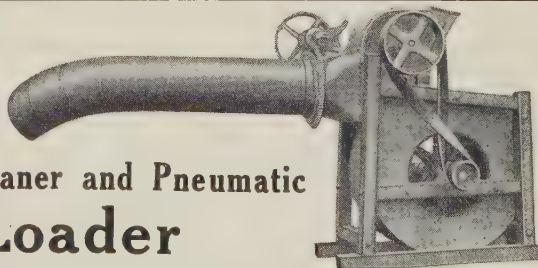
Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.
It will fill largest cars to full capacity, without any labor in the car.
Strong and durable, automatic in action, and requires no attention after starting.
Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYER CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"



WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Grain Dealers Journal, La Salle St., Chicago

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)
Handy to Operate. Ten sizes 2 to 25 Horsepower.

FREE Booklet on "Values of Feeds and Manures."

The N. P. Bowsher Co.
South Bend : : Indiana



FEED MILLS

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. P.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

4 THINGS

the advertiser considers before an advertisement is placed:

CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

Tyden Car Seals Prevent Losses and Claims.



Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers. Write for samples.

International Seal & Lock Co.
Hastings, Mich.
Chicago Office, 617 Railway Exchange.

NEW ERA MANLIFT



Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS
BOX HOISTS, ETC.

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio
Mention this paper.

Double Safety Man-Lift

All steel
Same Price
Weighs Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
BRADLEY, ILL.

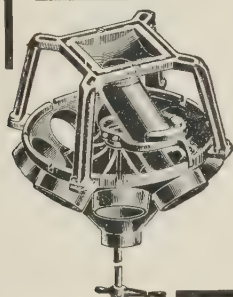


1500 Bushels per Hour with 7x5½-inch "Omaha" Buckets

Guaranteed by us in a

HALL SPECIAL ELEVATOR LEG

We have done this for others. We can do as well for you. Let us submit our specifications for your needs.



THE HALL SIGNALING DISTRIBUTOR

is operating in over a thousand of the most progressive elevators in the United States. There must be a reason. Hadn't you better know what it is?

HALL DISTRIBUTOR CO.
222 Ramge Bldg. Omaha, Neb.

NO POWER NO EXPENSE

to operate this

MAN-LIFT

Only a slight pull on the soft, strong hand-rope necessary to start the car after stepping on foot lever. Ball bearings assure easy running.

Springs are of the best steel and of sufficient size to be durable and do the work satisfactorily.

Safety catch prevents car from falling in case of accident to rope.

Send us your specifications for elevator supplies and equipment. Our prices are right.

Murphy Mfg. Co.
15-17 W. 7th Street, KANSAS CITY, MO.



A Money Maker



The Moline Upright Oat Clipper

saves from 40 to 60 per cent of the power required by horizontal machines.

It saves its first cost in a short time and is a money maker all the time.

Because of its by-pass spout it is not only a clipper but can be used as a receiving separator.

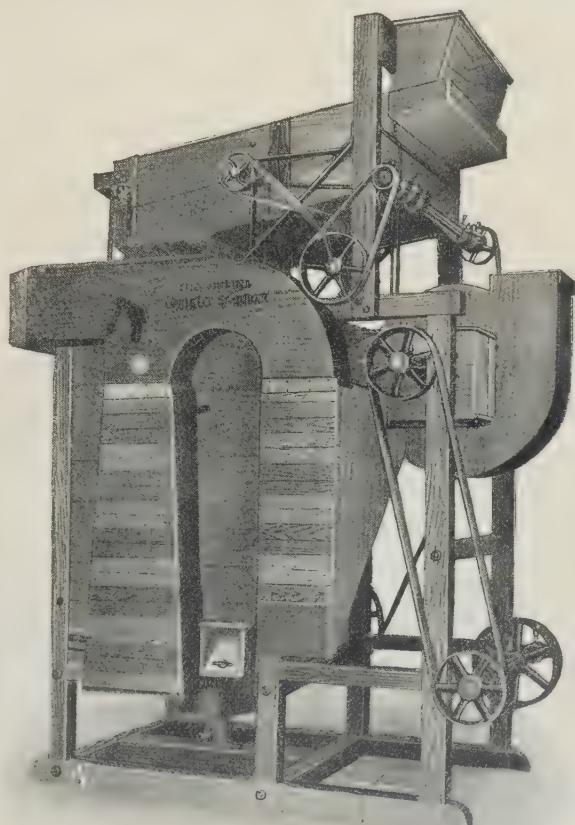
It is the best clipper on the market because it clips the ends of the berry the hardest.

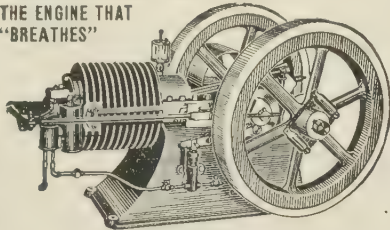
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BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



THE ENGINE THAT
"BREATHES"

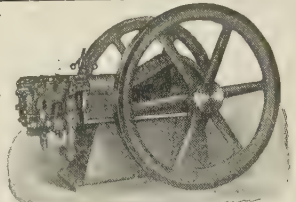
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Just the engine for the elevator or shop. No Water Tanks, Hoppers or Fan Complications to bother with. The Gade pays for itself by cutting your fuel bill one-third. Investigate the efficient and economic GADE before you purchase an engine. 5 year guarantee. Write for catalog and descriptive matter.

GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

New—Near-New
Rebuilt and
2nd Hand
Gas Engines

of our own make, thoroughly guaranteed—8 to 50 H. P. Let us know your requirements and we can, no doubt, fit you out with just what you want.

The New Era Gas Engine Co.
86 Jefferson Avenue, PORTSMOUTH, OHIOACCOUNT BOOKS FOR SALE
BY
GRAIN DEALERS JOURNAL, CHICAGO

A ten dollar bill

the cost of a Make and Break Spark
or \$11, the price of a 1 or 2 cyl.
Jump Spark Magneto

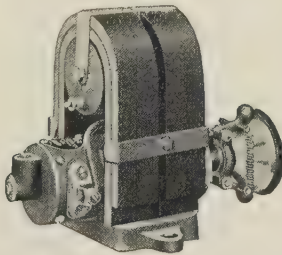
will rid you of ignition trouble and expense. Magnetos have surpassed the battery or the dynamo and The Comet has surpassed all other Magnetos. That's why you want the Comet.

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30 Days
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WIZARD MAGNETOS

You wish to eliminate trouble and expense?
Why not give the Wizard—a trial?
It has been standard equipment for 10 years.



On a majority of most popular Engines.

Simple—Efficient—Durable

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MAKE AND BREAK or JUMP SPARK

Write for Catalog G-D.

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G. & M. Compression Igniter

A Revelation In Gas
Engine Ignition

This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We can save you
MONEY, TIME
AND TROUBLE

A. H. McDonald, the gas engine man, Chicago, wrote us as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

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Powerful facts about a *power-tull* engine

It's the "Superior" Gasoline Engine

The most economical power an elevator operator can install. Economy through efficiency, durability and reliability. Always rendering the utmost power and satisfaction; no continuous repair expense and always ready; no breakdowns.

Every Superior Engine is guaranteed to develop and maintain the rated horse-power with the claimed amount of fuel consumption.

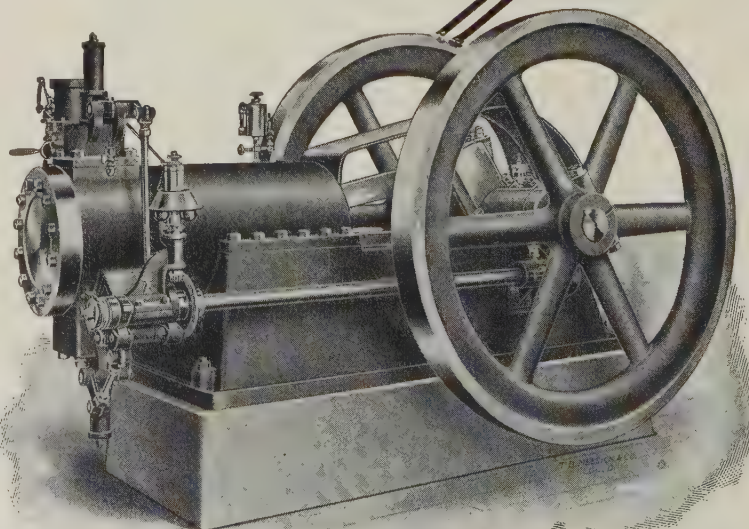
Ask your neighbor user; there's one near you. Shall we send you list of grain men using the Superior?

No trouble to give information and answer power problems; and our experience, service and solutions may save you a lot of power trouble.

Send for "Superior" catalog.

**Superior Gas Engine
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The Money-Making "MUNCIE"

THE real oil engine

We say "money-making" because it is a continuous money-saver to the power user. Oil engines are recognized as the cheapest and most satisfactory power known, and the MUNCIE has been accepted as the Standard Oil engine, because—

It operates on Fuel, Crude, Solar, and Gas Oils, and Kerosene, Naphtha and Distillate.

No batteries, magnetos or dynamos.

Fewest working parts of any engine.

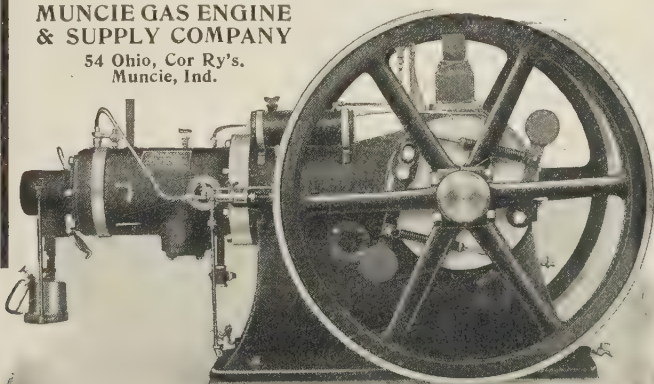
Built for hardest service.

Simple, durable, efficient and economical.

It's the engine for YOU. Write for catalog.

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CARTERVILLE
Genuine Carterville COAL

All sizes, hand picked, rescreened, clean, bright coal; hot, clean burner, high in efficiency, light in ash. Equally desirable for both steam and domestic purposes.

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OTTO ENGINES are used by the leading elevator companies in every state. They have proven to be dependable and exceedingly economical in fuel consumption and cost of repairs. Hence Otto engines are the cheapest. Do not experiment when you can quickly obtain the standard in the elevator field—The Otto. The size you are going to need is carried in stock at Chicago, Kansas City and St. Paul, ready for prompt shipment. All duplicate parts are also at hand at each warehouse.

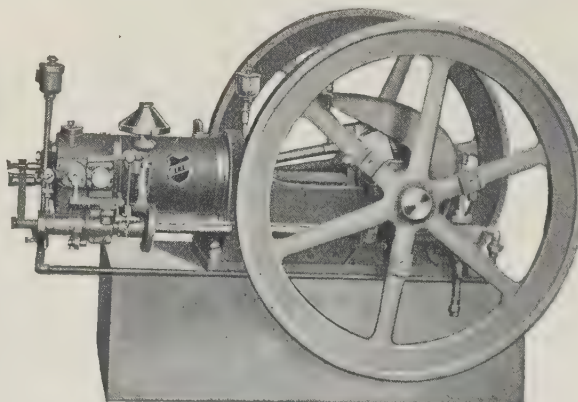
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We cut our own stock and sell only to established dealers. Send us your inquiries, get good service and save money.

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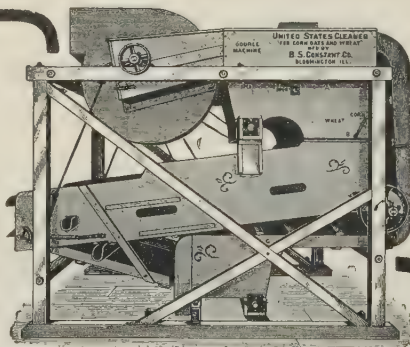
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Solicited"Believe me,
there's some Cleaner!"

Honest, Mr. Elevator-Man, we could not furnish you with any better testimonials than the expressions of approval on the part of the contractors, after we have demonstrated to them the many advantages of the



"Constant Satisfaction"

U. S. GRAIN CLEANER

Men who work with cleaners every day, and are thoroughly familiar with the advantages of every type and make of grain cleaner, and then to hear 'em say, "Well, say, that looks good to me," and, "You've got the right principles," why you can't beat it.

Yes, and what's more, the U. S. cleans the small grain just as satisfactory as it separates the corn and the cob. If you want a real GRAIN CLEANER—then we want your want. Write

B. S. CONSTANT CO., Bloomington, Illinois

THE AUTOMATIC
DUMP CONTROLLER

This new and simple device for the controlling of the drop of wagon dumps, is the only machine on the market; no attention or power in operating.

It is entirely out of the road and completely automatic.

Our list of testimonials and number of duplicate orders shows their usefulness.

As the easy dumping of a man's wagon is pleasing to them as well as prevents expense for repairing wagons; and the chances for dissatisfaction.

Hundreds in use. Satisfaction guaranteed.

For further particulars, address

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STATEMENT OF THE OWNERSHIP,
MANAGEMENT, CIRCULATION,
ETC.,

of Grain Dealers Journal, published semi-monthly at Chicago, Ill., required by the Act of August 24, 1912.

Name of—Editor, R. R. Rossing, Chicago, Ill. Managing Editor, Charles S. Clark, Chicago, Ill. Business Manager, Charles S. Clark, Chicago, Ill. Publisher, Grain Dealers Company.

Owners (a corporation. Stockholder holding 1 per cent or more of total amount of stock): Charles S. Clark.

Known bondholders, mortgagees, and other security holders, holding 1 per cent or more of total amount of bonds, mortgages, or other securities: None ever issued.

Average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, during the six months preceding the date of this statement, 5,921.

CHARLES S. CLARK,
Business Manager.

If Your Business

isn't worth advertising
advertise it for sale.

Sidney Corn Sheller and Elevator Boot Combined



THIS MACHINE was designed by us for convenience of Grain Elevator Operators who wish to avoid pits and do not favor a Fan Sheller. This is a combination of our regular Sheller and Standard Cast Iron Elevator Boot which does not require expensive hopping under the Sheller to the Boot. No fan to blow dust up your elevator legs, the boot being attached to sheller frame and forming a part of the Sheller. Absolutely no danger of sheller choking as you have an even feed from sheller to boot and your elevator cups are always filled evenly, that is, the grain is carried across the boot and fills the cup as much on one side as on the other. No danger of grain flying into your boot pulley when discharging from sheller to boot, as this pulley is provided with a plate. You will not be troubled with soured grain as there is no chance for leakage of grain in passing from sheller to boot and there is no possible chance for rats to work into the boot.

The Boot is provided with take-up screws to adjust or tighten the belt. The pulley and shaft in boot are entirely independent of the sheller, the boot pulley being driven from the head pulley. The end plates in boot are removable and provided with hand holes in case of choke-up in elevator. Boot made to fit any size cup, each sheller taking such a varied size elevator that in most all cases this machine can be attached to your present stand of elevators.

Sheller provided with our patented adjustment so that the cylinder can be adjusted to the different conditions of the corn while in operation. All shelling parts of shelling surface chilled, insuring durability; same applying to all "SIDNEY" Corn Shellers.

Write for complete Catalogue No. 25 :: A complete stock at Enterprise, Kans.

THE PHILIP SMITH MFG. CO., SIDNEY, OHIO

A Ready-to-Lay Roofing Made of Solid Rock Fibres



J-M Asbestos Ready Roofing is literally made of solid rock fibres.

Its base consists of felt made of *stone*—pure *Asbestos*. And Asbestos is a natural *rock* formation. Like all rock or stone, practically everlasting. And known the world over as fireproof. It is the same material that is used to hold the flame in gas grates—the same material of which we make Asbestos Theater Curtains. You know that Asbestos Curtains are required by law, as protection against fire, in the theaters of nearly all cities.

So no wonder this Asbestos or *stone* roofing never catches fire, even when neighboring buildings burn to the ground.

Republic Stamping and Enameling Co., Canton, Ohio.
Roofed with J-M Asbestos Roofing.

J-M Asbestos Roofing

Won't Burn—Won't Rot or Decay—Needs No Coating.

We use several layers of this Asbestos or stone felt. And cement them together with genuine Trinidad Lake Asphalt—that wonderful *mineral* cement which, in Asphalt pavements, stands the grinding of wheels and the hammering of hoofs for 30 or 40 years.

With such indestructible materials as these, do you wonder that J-M Asbestos Roofing often outlasts the building it covers? And do you wonder that this *all-mineral* roofing will never need a single cent's worth of paint to keep it from rotting, decaying or otherwise deteriorating?

We'll sell you J-M Asbestos Roofing direct from our nearest Branch, if your dealer won't supply you.

Write nearest branch for samples and Catalog No. 303.

H. W. JOHNS-MANVILLE CO.

Manufacturers of Asbestos
and Magnesia Products

ASBESTOS

Asbestos Roofings, Packings,
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You save money by using

BEMIS BAGS

and besides your customers will
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BEMIS BRO. BAG CO.

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Get An Official Brown-Duvel Moisture Tester



TWO BURNER ALCOHOL TESTER, COMPLETE.

Do Not Take Substitutes.

The only form recommended by the Government—also used at principal terminal markets because

it took several years of experimentation by the Government to develop this simple and accurate tester. Anyone familiar with the laws of quantitative distillation knows that no other form but glass flasks are suited for this purpose—it is impossible to properly adjust the thermometer. With any but glass it is also difficult to know when the grain has all been dumped out after test.

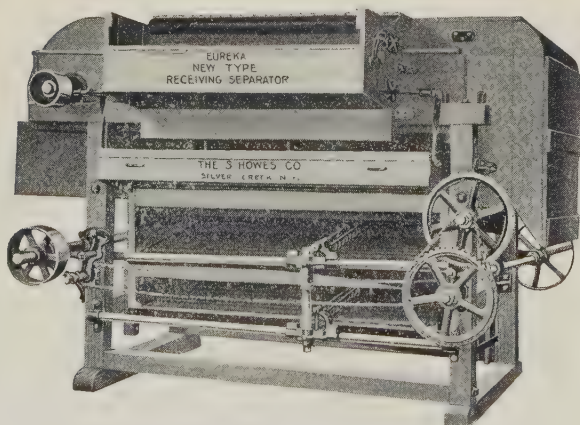
These facts make the glass flasks absolutely necessary.

Many of those who formerly used metallic flasks are now buying Brown-Duvel Machines, which have glass flasks.

Our flasks are made of special glass and do not break from heat or cold.

Two, four or six burner size with gas or automatic alcohol burners. Write today for free bulletin describing operation.

The Seed Trade Reporting Bureau, 627 Postal Tel. Bldg., Chicago, Ill.



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4½ Times More Screen Surface

than any other Separator ever built

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THE S. HOWES COMPANY

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Eureka Works,

Silver Creek, N. Y.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

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FOR SALE—One 9x18, 3 pair high feed mill. Belt driven; in fine condition. Price \$175.00, F. O. B. Address, John Siker, Avoca, Wis.

FIRST-CLASS—SECOND-HAND.

1 No. 1 Star Traction Drilling Machine.
1 No. 1 Special Star Traction Drilling Machine.
1 Eli Power Baling Hay Press.
1 10 H. P. Foos Gasoline Engine, Mounted.
C. Friedly, Dunkirk, Ohio.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

SECOND-HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee, belt drive; 1-7"x15" Alfsee, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills—9x24 Case, 9x18 Barnard & Leas, 9x24 "Noye," all three pair high; 6x20 Howell, two pair high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers—No. 2 Richmond, No. 14 Economy, No. 5 Corn Belt, No. 5 and No. 6 Excel, No. 2 Kelley-Duplex, Foos Scientific Mills, No. 2 "Triumph," etc.

Corn Shellers—One Style "A" and two Style "B" Triumph, one No. 0 Victor corn sheller and cleaner combined, one No. 2 and one No. 2½ Western Warehouse Corn-shellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners.

Attrition Feed Grinding Mills—12 and 18 inch "Robinson," 16, 18, 20 and 24 inch "Monarch"; 24 inch Modern Special"; 30 inch "American"; 16, 19, 22, and 24 inch Foos; 24 inch "Unique."

Single Roller Mills—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10x24 and 12x24 "Downtown."

Double Roller Mills—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Belts Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,

431-437 So. Clinton St.,

Chicago,

Illinois.

MACHINES FOR SALE.

BARGAIN LIST IN SECOND-HAND MACHINES.

Our Stock is Entirely too Large. It must be reduced.

FOR NEXT 30 DAYS WE WILL MAKE ATTRACTIVE OFFERS. ATTRITION MILLS.

1—16 in. Lancaster Fondersmith.
3—18 in. Robinson Single Head, Att. Mills.
5—18 in. Robinson.
4—24 in. Robinson.
1—18 in. Halstead.
2—19 in. Foos.
1—22 in. Foos.
1—24 in. Foos.
2—26 in. Foos.
1—36 in. Foos.
22—20 in. Monarch's, with quick release.
20—24 in. Monarch's, with quick release.
4—18 in. Monarch's, with quick release.
4—20 in. Unique.
5—24 in. Unique.
1—18 in. Excel.
2—24 in. Excel.
1—30 in. Excel.
1—22 in. American.

The above have been traded in as part pay on Monarch Ball Bearing Attrition Mills. Will be sold at sacrificial prices.

BURR MILLS—VERTICAL.

1—16 in. Yale.
1—16 in. Foos, iron frame.
1—18 in. Richmond City.
2—20 in. Monarch Standard.
6—24 in. Monarch Standard.
1—24 in. Bartlett.
1—30 in. Kaeshner.

CRUSHERS.

2 No. 1 Monarch Corn Ear Crushers.
3 No. 2 Bartlett, all iron.
2 Wolf Bison Crushers (One Baby Bison).
1 No. 2 Wolf Bison Crusher.
1 No. 1 Mammoth Wolf Horiz. Crusher.
1 No. 1 Richmond Horiz.
1 No. 2 Unique, iron clad, corn ear Crusher.
1 No. 2 Bartlett.
1 Sullivan Corn Crusher, tight and loose pulleys.

ENGINES AND BOILERS.

1—50 H. P. Valley Iron Works, Automatic, 10x12 in. center crank.
1—40 H. P. Keystone Steam Engine, 9½x12 in. center crank.
1—40 H. P. Farquhar Steam Engine, 10¼x16 in. center crank, band wheels 72 in. x 14 in. and 48 in. x 12 in.
1—10 H. P. Erie Steam Engine, center crank.

FEEDERS AND MIXERS.

3 No. 2 Double Wolf Imperial (new).
1 No. 1 Dutton.

ROLLER MILLS.

Double, Single, 2-pair high, 3-pair high, 3-high. All makes, sizes, types and prices, and everyone a bargain. Write for list.

SCALES.

1 Dutton Automatic Scale.

SEPARATORS.

1 No. 2 Monarch Receiving Separator.
1 No. 4 Receiving Sep. 200 to 300 Bus.
1 No. 257 Eureka Magnetic Separator.
1 No. 30 Munson Cracked Corn Separator.
The same careful attention is given to the reconstruction of second-hand machines that we employ on our new machinery and customers purchasing second-hand machines can do so with the confidence that they are as nearly like new as second-hand machines can be made.

SPROUT, WALDRON & CO.

"The Monarch Mill Builders."

P. O. Box 260, Muncy, Pa.

MACHINES FOR SALE.

BOSS CAR LOADER FOR SALE, good as new, will sell at a bargain. Have no use for it; used only one year. John Lawson, Redmon, Ill.

SECOND-HAND MACHINERY.

1 No. 7 Invincible Oat Clipper.
1 No. 8 Monitor Cleaner.
1 86x12 wood split pulley.
All in first class condition—bargains.
Frank Kelley Grain Co., Remington, Ind.

WHILE THEY LAST—2 Fairbanks Hopper Scales with hopper timbers, \$35 each. 1 Rochester Flax, Grain and Seed cleaner, \$25; 3 Boot tanks, \$20 each; 1 exhaust fan, \$15; 1 double automatic shovel machine, \$25; 1 5 H. P. Steam engine, \$10; 1 steam pump, \$75; 2,000 practically new cups 6"x18", 15c each, 6"x14", 14c each. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

MACHINES WANTED.

KILN FOR BURNING surplus cobs wanted. Manufacturer's or dealer's name and address wanted. Farmers Grain & Seed Co., Grelton, Ohio.

I WANT SECOND-HAND ELEVATOR machinery, and am willing to make a quick and satisfactory payment for any machine meeting with my approval. I am one of the 6,000 readers reading the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

GASOLINE ENGINES

A BARGAIN—Two gas engines 30 and 40 H. P. In good condition. Hollinger Fence Co., Greenville, Ohio.

20 H. P. FAIRBANKS-MORSE gas or gasoline engine for sale. In first-class shape. This is a bargain at \$175.00 F. O. B. on car here. Haller & Walker, Eaton, Ind.

30 H. P. NEW ERA GASOLINE engine for sale. Just been overhauled and good as new. Address Syler Bros., Ankenytown, Ohio.

40 H. P. NEW ERA GAS ENGINE for sale; 40 H. P. Traverse City gas producer. Both in good condition. \$2,600 plant for \$1,500. A bargain. Address Custer Milling Co., Custer, Mich.

GAS AND GASOLINE engines for sale command a vitally interested audience if you insert an advertisement in the "Gas Engines" columns of the Grain Dealers Journal, Chicago, Ill.

ONE 50-H.P. ERIE GAS ENGINE for sale cheap; in first-class running order. Also one No. 4 Eureka cracked corn separator, used only 6 months; taken out to install machinery of larger capacity. Will sell at a bargain. Address Purdy Bros., 43 Taylor St., Jamestown, N. Y.

1 12 H. P. Stover, sample engine.....	\$295
1 16 H. P. Stover with clutch.....	\$265
1 18 H. P. Foos "Special".....	\$265
1 18 H. P. Otto.....	\$245
1 22 H. P. Fairbanks-Morse.....	\$285
1 32 H. P. Fairbanks-Morse.....	\$435

Give your power needs before buying.
Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

FOR SALE—Southern Minn., 12,000 bu. elevator on Ill. Cent. R. R. Feed mill, flour and feed side line. Good territory, fine prospects, price reasonable. Address, Box 59, London, Minn.

FOR SALE—Grain and coal business in Iowa. Handled 175,000 bus. of grain and 1,500 tons coal last year. Priced right. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

IOWA GRAIN ELEVATOR, general store and coal business for sale. Can handle live stock if desired. Money-maker; no competition. Small town. Address J. V. Simek, Gladstone, Iowa.

BEATRICE, NEBR.—For sale, elevator and business, 2 pair scales and motor, elevator capacity 28,000 bus., doing good business in good grain country. Located on U. P. R. R. Address, C. A. Lewis, Beatrice, Nebr.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order to-day.

SOUTHWESTERN OHIO—Two elevators for sale. Bumper corn crop to handle; no car shortage and no competition. Price \$7,000; easy terms. Good reasons for selling. Address Son, Box 7, Grain Dealers Journal, Chicago.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

WESTERN OHIO.—Two good elevators and coal businesses in the best farming section of Western Ohio. Will sell one or both. Good retail trade at either station. Only elevator in either town. Address, L. A. D., Box 6, Grain Dealers Journal, Chicago.

MODERN ELEVATOR IN ILLINOIS—For sale or rent, an elevator and coal business. Practically the only coal business in town of 600 people, and the nearest elevator eight miles away. This is for sale cheap or will rent at a reasonable figure. Other business reason for selling. Address A. A. DeLong, Willow Hill, Ill.

\$3,500 BUYS A 6M ELEVATOR with feed warehouse connected and a nice 6-room dwelling, good barn and out buildings. Elevator on Mo. Pac. Ry., in Cent. Mo.; have other business to attend to. This is a bargain; the very place for a young man. Address Bargain, Box 7, Grain Dealers Journal, Chicago.

HERE IS THE ILLINOIS ELEVATOR you have been looking for. First-class condition, cribbed, iron clad, gasoline power, new engine, car loader, seed cleaner, handle coal, salt and feed in connection. One competitor. Splendid grain point, good town. On account of serious trouble desire to make a new home. Price \$5,000. 85 miles west of Chicago on C. G. W. R. R. Address F. H. Griggs, Stillman Valley, Ill.

TEXAS ELEVATOR FOR SALE—40,000 bu. grain elevator and two large hay barns with total capacity of 200 cars. Elevator fully equipped with all latest machinery, corn sheller with gasoline engine, elevator with electric dynamo and lights. Will handle over 150,000 bus. of grain and 1,000 cars of hay, coal, flour, salt, etc., this year. This is one of the best located elevators in the state. Well established trade. Will take nearly \$20,000 to handle or its equivalent. Also have elegant home which I will sell or trade with elevator. Address N. P. Teague, Rosenberg, Texas.

ELEVATORS FOR SALE.

TWO GOOD IOWA ELEVATORS in oat and corn territory. Shipped 203,000 bus. last year. Larger crop this year. Good town, no competition. A bargain for some one if taken soon. Owner wants to retire. Address H. C. Hamilton, Nora Springs, Ia.

OKLAHOMA ELEVATOR FOR SALE or trade for land. In good grain section. No competition. Handles 150,000 bus. of grain. Old age reason for selling. Address Smith, Box 8, Grain Dealers Journal, Chicago, Ill.

ONLY INDIANA ELEVATOR in county seat town, and third best farming county in the State. Wheat, corn, oats and rye handled. Good wholesale and retail flour and feed business in connection. 40,000 bu. cribbed elevator. Will sell separate. Address Indiana, Box 8, Grain Dealers Journal, Chicago.

TWO CENTRAL ILLINOIS elevators for sale. Located on C. & A., and Vandalia Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

HERE'S THE ELEVATOR you have been looking for. One that you would choose from many. A first-class house at a good grain station. One that you could choose from many, if you would make your want known thru an insertion of an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Neberter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

THE FIRST \$5,000 CASH takes the best 40,000 bu. elevator and implement buildings in North Central part of Iowa. Implements about \$2,000. Elevator ships about 125,000 or more bushels. Elevator all hopper bins, and contains all new machinery. Best crop in years. From \$8,000 to \$10,000 worth of machinery sold in a year. No competition. Address Alex, Box 3, Grain Dealers Journal, Chicago.

OHIO ELEVATOR SHIPPING 150 cars grain, 200 cars hay and retailing 40 cars coal. Only elevator at station in Northwestern Ohio town of 900 population. 40,000-bu. cribbed, 350-ton hay barn and 500-ton coal sheds, steam power. Flour, feed, tile and salt handled in connection. All grain and seeds handled on good margins. Largest corn crop ever raised, 65% of oats in farmers hands. Too much other business; will sell for \$14,000. Address N. W. Ohio, Box 7, Grain Dealers Journal, Chicago.

NEBRASKA ELEVATOR, lumber yard, coal and stock business for sale. In one of the best grain and stock centers of the state. Two elevators in town, and only one lumber yard. Residence included in offer. Good reasons for selling. Will offer reasonable terms to buyer. Will bear closest investigation. Will show books for last ten years, which will convince you that here is a first-class A No. 1 lifetime opportunity for some one. Now is the time. The new crop has just begun to move. Reasonable price. Address Opportunity, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

TWO SOUTH DAKOTA ELEVATORS for sale at a bargain, where crops are best in State. All in good running order. Address, Geo. O. Farrell, Watertown, S. Dak.

NORTHEAST KANSAS ELEVATOR for sale, with sheller, cleaner, gasoline engine, three large dumps, good competition, one other elevator, good town. Also seven room residence if desired. Address, Water, Box 5, Grain Dealers Journal, Chicago.

10,000 BU., MISSOURI ELEVATOR for sale at a real bargain. Good business, first-class elevator, handling grain, feed and seed. On Wabash Ry., in good farming country. Not much money needed. Address Missouri, Box 6, Grain Dealers Journal, Chicago, Ill.

A 6,000 BU. OHIO ELEVATOR for sale in one of the best sections of the State. Doing a big business. Anyone wishing a good elevator can do no better. Built nearly four years. Please investigate. Address Investigator, Box 8, Grain Dealers Journal, Chicago.

MARION, OHIO:—For sale or lease, elevator, coal sheds, feed warehouse, office and barn centrally located at above city of 22,000. One of the best farming communities in State. Will lease for long period with option of purchase or sell on easy terms. Address, J. W. Jacoby, Marion, Ohio.

20,000-BU. MINNESOTA ELEVATOR for sale, including warehouse and coal shed. Elevator cribbed, ten bins, hopper scale and dump scale, gasoline power. Located on the M. & St. L. Ry. Crop just beginning to move. Will sell right to first buyer. Address Independent, Box 7, Grain Dealers Journal.

ELEVATORS WANTED.

WANTED TO BUY AN ELEVATOR and coal business in good Iowa town. Address J. R., Box 8, Grain Dealers Journal, Chicago.

\$3,800.00 EQUITY in $\frac{1}{4}$ section in Tripp Co., S. Dak., to exchange for elevator of nearly equal value. Address Box 337, Manson, Iowa.

TO TRADE FOR ELEVATOR—160-acre stock and grain farm. Elevator must be well located, Western or Central Indiana preferred. Address W. J. Mercer, Spiceland, Ind.

WANT TO LEASE AN ELEVATOR before Jan. 1. Good locality, in small town of Cent. States preferred. Give price, description and annual business. Ad. Jan., Box. 8, Grain Dealers Journal, Chicago.

WE DO NOT GUARANTEE TO SELL your elevator, but we are confident that we can furnish you with the largest number of ready buyers at the smallest cost. That is, if you insert your elevator offer in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago.

MILLS FOR SALE.

75 BBL. FLOURING MILL in good country seat town, new, bargain. For full particulars write to Eugene Moseley, Judsonia, Ark.

80 BBL. MILL FOR SALE, steam power, 75 H. P.; also elevator in connection, 25,000 bu. capacity; also 5,000 bu. elevator. Good wheat and corn stations, handle from 100-150 cars a season. Address Mill, Box 8, Grain Dealers Journal, Chicago.

75 BBL. FLOUR MILL AND ELEVATOR for rent or sale, running steady, making money. Owner to retire. Good business in flour, grain and feed. Will sell necessities to buyer as grain and flour sacks. Last chance. Address Mill, Box 8, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

GOOD LOCATION FOR GRAIN elevator, large territory, modern town and small competition. Address, 191, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—TO BORROW \$3,500 on first-class elevator property. A five-year loan preferred. Address F. L., Box 7, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE—\$1,750 equity in modern five-room home in Fort Worth, Texas, for good vendor's lien note or interest in good grain or coal business. J. D. Quick, Lubbock, Texas.

WANTED AN EXPERIENCED grain man with \$1,200 or \$1,500 to buy half interest in an established brokerage business. Who can take charge and manage same. Address Broker, Box 8, Grain Dealers Journal, Chicago, Ill.

LIST OF MILL AND ELEVATOR owners who want to trade their properties for good land. Thirty names and addresses of parties who have written me regarding a similar proposition will be forwarded you upon receipt of \$5.00. Here's a chance to reach the real, live prospect. Address National Bank of Hastings, Hastings, Okla.

FLOUR, FEED, SEED AND MILL business for sale in the City of Burlington, Vt., senior partner desires to sell on account of death of junior member, business established 30 years. For price, etc., address Jones & Isham, Burlington, Vt.

HAY, GRAIN, AND SEED BUSINESS with 5 or more years' lease on warehouse in Albuquerque, N. Mex., this is one of the oldest, largest and best in city; owner is retiring from business and will sell without bonus to a reliable party. For particulars address, Swan Realty Co., Albuquerque, N. Mex.

DO YOU WANT AN EASTERN REPRESENTATIVE? The advertiser an experienced seedsman with an extensive retail and Grange trade in New York, Mass. and Vermont. He has a valuable mailing list of the best farmers and Granges in this section, and can handle Red Clover, Alsike, Timothy, Alfalfa, Field Corn, etc., of high grade. Store house is located at R. R. Center, giving facilities for shipments in all directions. The advertiser thinks this is an opportunity for some reliable Western firm to establish an Eastern Terminal. Can furnish bank references. Address Representative, Box 7, Grain Dealers Journal, Chicago.

HELP WANTED.

WE HAVE AN OPENING FOR YOU, in fact the largest number, if you will only make your want known thru the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

WANTED—Second man in lumber, elevator and coal yard. Must give reference and willing to work as that is what we want him for. Address Johnstown, Box 7, Grain Dealers Journal, Chicago.

WANTED IMMEDIATELY capable manager and grain buyer. References. Apply Sec'y-Treas. The Halkirk Farmers Elevator Co., Ltd., Halkirk, Alta., Can.

MAN OF GOOD ADDRESS WANTED to call upon grain elevator men in the interest of a trade journal. Man having knowledge of the grain business preferred. Give full particulars regarding your business experience. Address A. R. B., Box 182, Park Ridge, Cook Co., Ill.

WANTED MILL-WRIGHTS FAMILIAR WITH GRAIN ELEVATOR MACHINERY, ALSO MEN TO LEARN THE MILL-WRIGHT TRADE, WHO HAVE HAD EXPERIENCE OPERATING GRAIN ELEVATOR MACHINERY. STEADY WORK. NO DULL SEASONS. ADDRESS MILL-WRIGHT, BOX 8, GRAIN DEALERS JOURNAL, CHICAGO.

SITUATIONS WANTED.

IF YOU WANT A HUSTLER, a good business getter and one that can hold the trade at all times. Write or wire to Chas. A. Gustafson, Dayton, Iowa.

SITUATION WANTED by honest, experienced grain buyer. Best references. Address Kobly, Box 7, Grain Dealers Journal, Chicago.

POSITION WANTED:—By married man, position as manager of country elevator. Five seasons experience in grain business. Best of references. W. N. Woodhead, Edgar, Nebr.

AN EXPERIENCED ELEVATOR operator and builder wants position as buyer at country station. Experienced in track buying, and as traveling solicitor. A hustler on the road. Address Builder, Box 8, Grain Dealers Journal, Chicago, Ill.

MAN OF 7 YEARS EXPERIENCE in grain business desires position with some responsible grain firm as traveling solicitor. Married and will leave salary to employer after trial. Address, 7 yrs., Box 9, Grain Dealers Journal, Chicago.

A FARMERS ELEVATOR MANAGER has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

POSITION AS TRAVELING SOLICITOR wanted by grain man presently employed as manager by large Farmers Grain Co., in Cent. Ill., and with 12 years' grain experience. Widely known, married. Best of references. Salary left to employer after trial. Address 12, Box 8, Grain Dealers Journal, Chicago.

WANTED A POSITION in a bank or elevator as manager or bookkeeper. Have had experience in both lines, am married, can speak German as well as English, can give good reference for both positions, now employed, can give good reasons for wanting to resign present situation. Address Box 197, Hildreth, Nebr.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

FOR SALE CHEAP—Million feet of elevator cribbing; hemlock, oak and beech timbers, one marine leg complete, belts, pipe, windows, etc. Kellogg Elevator Wrecking Co., Michigan St. and Buffalo River, Buffalo, N. Y.

STEAM ENGINES—BOILERS.

FOR SALE—One 25 H. P. Atlas Engine; one 30 H. P. Atlas Boiler in first-class shape. No reasonable offer turned down. B. I. Holser & Co., Walkerton, Ind.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

FERRETS.

WHITE AND BROWN FERRETS for sale. Price list free. Bert Ewell, Wellington, Ohio.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

**"We
secured
a
purchaser"**

Just read this letter

**J. WILBUR JACOBY
MARION, OHIO**

October, 24, 1912.

Grain Dealers Journal,
Chicago, Ill.

Dear Sirs:—

Having sold the grain elevator, which we were advertising through your columns, you may discontinue our advertisement. We secured a purchaser through your advertisement and are glad to furnish you this testimonial of our appreciation.

Yours truly,
(Signed) J. W. Jacoby.

We would get a letter like the above from you, Mr. Prospective Elevator Seller, if you would only make your offer known to over 6,000 would-be buyers, thru an advertisement inserted in the "Elevators For Sale" columns of the

**Grain Dealers Journal
315 S. La Salle Street, Chicago**

Cost but 20c per type line. Worth more.

The grain trade's accepted medium for "Wanted" and "For Sale" advertisements

SEEDS FOR SALE—WANTED

DIRECTORY

OF THE

GRASS SEED TRADE

ARCHBOLD, OHIO.
Hirsch, Henry, all kinds grass and field seeds.

BAMFORD, PA.
Hoffman, A. H., carlots or less seed wheat.

LOUISVILLE, KY.
Louisville Seed Co., grass seed dealer.

NEW YORK, N. Y.
Loewith, Larson & Co., clover, grass, field seeds.

WANTED

MIXED ALSYKE and TIMOTHY

Carlots or less. Will pay you more than you can get elsewhere. Send samples to-day. Also want Timothy, Red Clover and Alsylke, etc.

THE ADAMS SEED COMPANY
Decorah, Iowa

Mr. Kar-Lot
Kaffir Korn Konsumer

Do you receive our quotations?
If not, write today.

Tomlin Grain Co.
Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

HAY WANTED.

WANTED—100 Cars Oat Straw.
C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

RECEIVERS AND SHIPPERS OF HAY.
Ship yours to us for prompt returns.
C. R. Rank & Co., Minneapolis-St. Paul.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

GOOD HAY WANTED—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the Grain Dealers Journal.

GRAIN FOR SALE.

KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

GRAIN WANTED.

S. C. BRINSER, MIDDLETOWN, PA., wants prices and samples of good yellow corn for meal for table use in car lots.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

MR. MILLER—DO YOU WANT PURE virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS



We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

If Your Business

isn't worth advertising
advertise it for sale

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

.....bus.

State.....

FUTURES

Clover—Alsyke—Timothy

SOUTHWORTH & COMPANY

Produce Ex., TOLEDO, O.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

TIMOTHY SEED SAMPLES WANTED. Whenever you can offer. National Seed Co., Louisville, Ky.

A LIVE WIRE

Wholesale and Retail Seed, Flour and Feed Business. Located on two main lines of Railroad in a live Iowa town. It is doing the business and is priced to sell before January 1st

Box 98, Grain Dealers Journal, Chicago

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS
Field Seeds a Specialty
NORTH MANCHESTER, INDIANA

SEEDS FOR SALE.

MILLET SEED FOR SALE.
L. Spelts, Julesburg, Colo.

MEDIUM RED CLOVER SEED for sale in small amounts or car loads. J. W. Richards, Ferris, Ill.

ALFALFA SEED grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

SEED WHEAT FOR SALE—Millers, grain dealers, seed men, all wanting good seed wheat, can readily satisfy their want thru an advertisement in the "Seeds Wanted" columns of the Grain Dealers Journal.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

SEEDS FOR SALE.

FOR SALE.

High grade Clover, Alsike and Timothy, Free from Foul Seeds.

Choice clean Seed Barley raised on the bluffs of the upper Mississippi. The best malting barley territory in the U. S. Write for samples and prices.

NEW CROP HOME GROWN TIMOTHY, RED CLOVER (MEDIUM OR MAMMOTH) AND ALSIKE SEED, raised in the banner field district of the United States. It's the quality your competitor would like to have. Value compares with quality. Write for samples and prices. Five bag lots to carloads. Address The Sneath-Cunningham Co., Tiffin, Ohio.

IF YOU WANT

High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

G. S. MANN, Seed Broker

930 Postal Tel. Bldg. CHICAGO, IL.

SEED

We Buy and Sell

Established 1838 SEED OF ALL KINDS Write or Wire Us Incorporated 1904

THE J. M. McCULLOUGH'S SONS CO.

316 Walnut St., CINCINNATI, Ohio

SEED

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio.

W. H. Small & Co.

EVANSVILLE, INDIANA

Eclipse Poultry Feed

Absolutely sure Egg Producer. Hens lay summer and winter. It shows results; increases trade

Write for Prices

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

THE ALBERT

DICKINSON

COMPANY

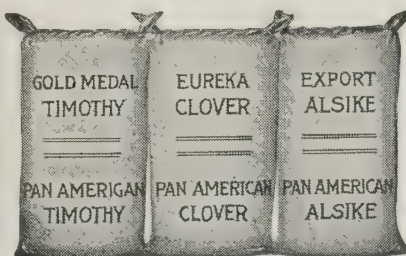
SEEDS

Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS



Timothy—Red Clover—Alsike—Alfalfa—White Clover—Crimson Clover—Canada Bluegrass—Kentucky Bluegrass—Redtop—Millet—Lawn Seed—Orchard Grass—Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited



Minneapolis Seed Company

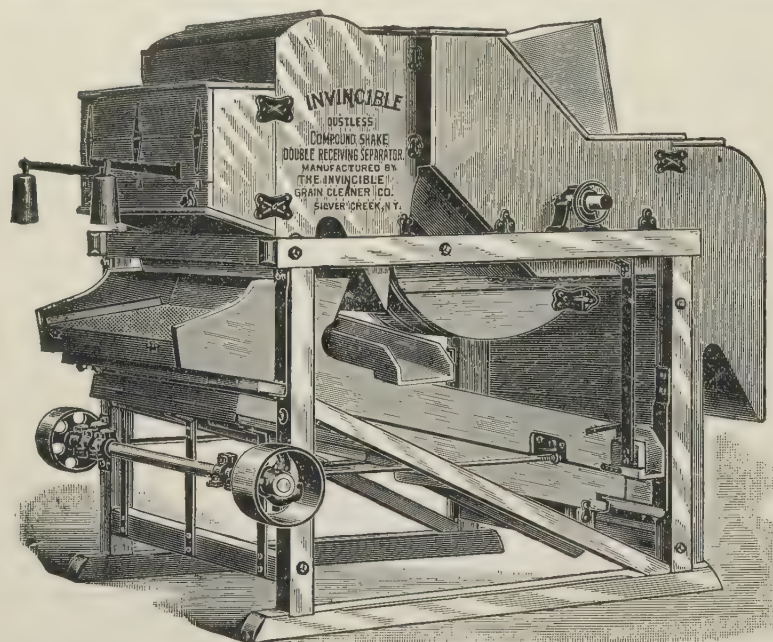
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Something Every Elevator Needs



It is a well known fact that clean grain will keep better than dirty.

Dirt also lowers the quality at the terminal market.

Hence all Elevator men when receiving grain from various growers should run it through an

Invincible Dustless Compound Shakeless Receiving Separator

Following this suggestion will mean money to you. You will thereby not only avoid loss by heating, but will also raise the grade and get a better price.

We cannot fully describe here the various sizes and kinds of machines which we make as we build them to suit every need.

Write us and we will gladly send you full information free.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

F. H. MORLEY, Jr., 311 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 234 Exchange Bldg., Kansas, City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

STRONG-SCOTT MFG. CO., Minneapolis, Minn.

More grain is dried in

Hess Driers

than in all other makes combined—

Why?

Because grain men prefer them to others and because of a lot of other reasons outlined in our booklet, which is yours for the asking.

We make nine regular sizes, suitable for all requirements, from that of a small elevator up to the big export elevators of the seaboard.

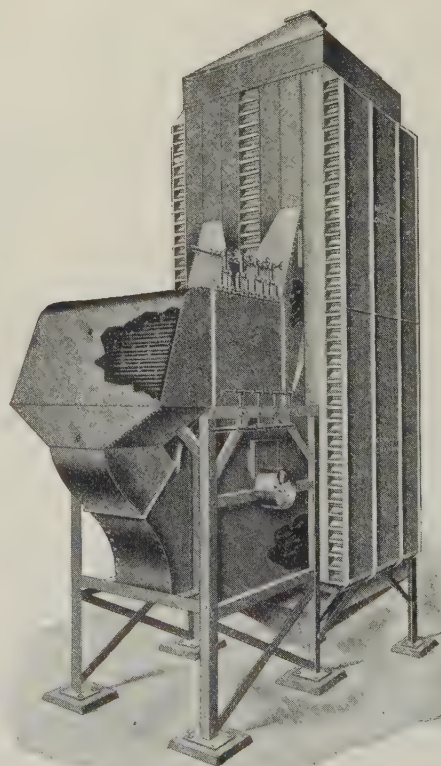
HESS

(U. S.) Moisture TESTERS

are suitable for use with gasoline, gas, alcohol or electricity. They are guaranteed for accuracy.

They are better built than any other tester and more convenient in operation, besides being economical in the cost of repairs. (Copper flasks, not glass.) Send for booklet on testing grain.

Hess Warming & Ventilating Co., 907 Tacoma Bldg. CHICAGO



The Hess Ideal Drier and Cooler for Country Elevators, Mills, etc.
Capacity 800 to 1200 Bushels per 10 hours
Price \$900.00 f. o. b. Chicago

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., OCTOBER 25, 1912

DON'T FORGET the Cary Bill, when telling your Congressman of the legislation needed to bring about improved telegraph service.

THINK of it! Even the Interstate Commerce Commission is now credited with investigating the car shortage. Really it must be more serious than even the owners of grain filled elevators had thought.

SHIPPING cane seed as Kafir may obtain the shipper a lower rate, but if his deception is detected his fine will probably amount to more than the value of the seed. It is a long chance few dealers can afford to take.

WHILE new corn in a few sections of the Ohio Valley is in much better condition than for several seasons past, still in many other sections it contains so much moisture that it cannot be safely stored for months to come. So do not be in a hurry to buy.

MANITOBA'S Agricultural College has established a public laboratory for testing samples of grain, which will help to educate the farmer to the wide differences in quality and thereby make it easier for the buyers to obtain grain by paying what it is worth.

RATES for transferring grain reaching Buffalo over any but the Nickel Plate road were recently doubled, but active protest resulted in the restoration of the old rate of $\frac{1}{4}$ c per bu., which should prove enough for simple transfer in any market.

NOW that different markets have undertaken to establish black lists and lists of "undesirable shippers," it behooves the contract jumpers and makers of overdrafts to amend their ways, or else have their shipments handled by undesirable receivers, who are not members of the organized exchanges.

SOME elevator operators never become convinced of the danger of exposing an open flame to gasoline fumes until they are badly burned or blown out of the power house. An Ohio workman, who recently carried a lighted lantern into the same room with the gasoline tank, will readily agree to this.

AN OREGON city, which has perfect faith in the grain elevator as a business magnet, proposes to vote \$12,000 toward building a large grain elevator. If all municipalities were as willing to acknowledge their indebtedness to the grain man, every scooper would be taxed out of existence.

GRAIN DEALERS in the central states are preparing to hold corn shows at different points, with the hope of establishing a stronger sentiment in favor of the early maturing varieties. Even though they do not succeed in their purpose, if they do induce the farmers to compete with samples of their product, they will educate many of them to more careful selection of their seed.

THE COMPLAINT of a Kansas correspondent of poor telephone service in this number serves to emphasize the necessity of the grain dealers working together for improved telephone service, and also the necessity of promptly confirming every telephone sale or purchase of grain by letter, so that any misunderstanding may be remedied before either party is greatly injured.

DOCTORS of agriculture are expected soon to establish offices in all agricultural districts, for the purpose of prescribing for farmers who are experiencing trouble with soil, seed or cultivation. No doubt there will be many quacks in the new profession, but they should be confined to the live stock department. The would-be grain growers seem unable to help themselves, so are depending upon others to bring the help to them. The worst sufferers are so averse to making an earnest effort that their crops will not be improved unless the dear doctor does the work as well as gives the advice.

OWING to the vigilance of the officers of the Peoria Board of Trade, a feed dealer who was conducting a fence for boys who stole grain from cars in that terminal, is being vigorously prosecuted, and no doubt the stealing will be stopped. The Peoria Board of Trade has always been most active in this work and has done much to reduce the untraceable shortages in shipments to that city.

MONTANA has thrown its hat into the grain ring, by organizing a grain dealers ass'n., and judging from many reports received, the grain dealers of that state will soon be equipped with modern up-to-date grain elevators for handling the enormous crop in bulk, and much more economically than has been done by warehouse operators of the Rocky Mountain States heretofore.

THE ACTION of the Milwaukee Chamber of Commerce in suspending a member for refusing to arbitrate a trade difference has been upheld by the courts. The sooner every commercial organization stands for compulsory arbitration, and insists upon such settlement of trade differences, the sooner will the trade be relieved of many expensive lawsuits and long drawn out disputes.

IOWA'S agricultural experiment station has undertaken to make soil surveys of different sections, in the hope of helping farmers to the fertilizers needed to improve the productivity of their soil, with the ultimate result that every acre will produce a maximum crop. If the many crop improvement agencies now at work do not become discouraged the crops of this country should be greatly increased during the next few years, without any increased acreage.

SHIPPERS who make out their own Bs/L need to exercise extreme caution, lest they inadvertently date bill back, as the law and the rulings of the Interstate Commerce Commission strictly forbid such deception and according to Section 20 of the amended Act those making such false entries will be liable to criminal prosecution. It is much better and more likely to prove profitable to load shipments within the contract time, rather than date back the B/L.

CLEVELAND is the latest market to induce the railroads to establish grain inspection tracks, where cars are set for quick inspection by the official graders, and thus much time is saved and the cars are unloaded sooner. If the car shortage did nothing but institute a number of little reforms of this character, it would perform a splendid service for the grain trade and for the railroads. Delay in unloading grain oftentimes is far more expensive to the shipper than to the railroad company.

THE INTERSTATE Commerce Commission, acting under instructions of last Congress, has begun to prepare ways and means for divorcing the railroads from the steamship lines. When they have succeeded, competition will again be rife among the lake steamship lines and grain will be carried at lower rates, regardless of what the rail lines have done or will do.

A SOUTH DAKOTA elevator with a weak foundation proved the folly of building a large house on a light foundation. It settled about a foot and the 17,000 bus. of grain contained went down with it. The exacting elevator owner who insists on having a cheap building oftentimes pays more for it in the end than a first class elevator would have cost. It may be profitable to build cheap houses to sell, but not when you propose to use them yourself.

"CARS are becoming so scarce in some sections that grain dealers, in wild despair, are hauling grain to distant lines of railroad or junction points, in order to continue in business. Many railroads are ordering cars, but it will be some time before they will be able to get the cars needed. As in the past, they waited until their business exceeded their carrying capacity, then they bot any kind of cars they cud get quickly, and no doubt have contracted for some cars which are absolutely unfit to transport grain.

OHIO grain shippers lost so much on poor oats this year that it should be an easy matter for them to buy corn right. The corn crop in many sections is said to be of very poor quality and most of the dealers are disposed to hold off until the middle of November before accepting it for shipment. Loses sustained on new corn during recent years have forced so many grain shippers into bankruptcy the wonder is any of them are now willing to take chances on damp or immature corn.

HERE'S a new scheme of a receiver who didn't even pretend to be a member of an organized exchange. He did business as Geo. F. Cole, commission merchant, and selected Boston as the last scene of his operations. Naturally he advertised in country newspapers, which seldom make any effort to investigate the standing or reliability of their advertisers. When shippers became very persistent in their demands for money due them, their letters were returned with printed notices of the sad death of Mr. Cole. However, the gentleman has now been sentenced to jail because he used the mails to defraud. Once again let us remind grain shippers that it is to your particular advantage to confine your dealings in organized markets to members of the grain exchanges.

SHIPPERS who pay freight without checking up their freight bills will often pay more than the scheduled rate, but the carrier will not return the money unless pressed hard for a refund. When the shipper pays freight below the schedule, then the carrier is required by law to collect it when discovered, and it would seem that they are splitting technicalities in order to increase their revenue from old business. It pays every shipper to keep posted on the local freight rates every day.

A CAREFUL student of grain elevator fires has about arrived at the conclusion that the majority of such fires are due directly to dust and dirt. The small number of elevator fires occurring during the recent rainy season would seem to confirm his suspicion. If elevator owners desire to reduce the number of destructive fires, they should strive especially to eliminate this hazard and thereby materially reduce the number of fires started by locomotive sparks and lightning.

THE POMERENE Bill, many sections of which were published on page 545 of the Grain Dealers Journal for Oct. 10th, merits the earnest active support of every grain shipper. It passed the Senate as S 957, and is now pending before the House of Representatives. If enacted into law, it will insure all shippers having the fairest bill of lading yet obtained from the railroads. Every grain shipper, in the interest of his own business, should go after his Congressman, in behalf of the Pomerene Bill now.

COUNTRY DEALERS who contract the purchase of farmers' crops without placing the contract in writing frequently pay dearly for the privilege. Loose methods of this character encourage reckless farmers to speculate with the capital of the grain dealer and without any risk to his own property. Verbal contracts, without the payment of earnest money or some acknowledgment in writing are very difficult to prove or enforce. If you must contract for the future delivery of farmers' grain, insist upon having it in writing.

EVERY meeting of grain dealers, every report of the moisture tester manufacturers, shows conclusively that the grain trade is gradually but surely adopting exact methods or determining quality in corn. The slack methods of the olden days in all sections of the grain trade are slowly giving way to exactness. The more progressive dealers, of course, will be the first to reap the benefits of such methods and the slow and backward may die before they know of the great advantages of doing business along exact lines.

MEMPHIS has now joined the throng of enthusiastic believers in regular scale inspection and has announced that henceforth every grain scale will be tested at frequent intervals, to make sure that it is in condition to weigh correctly. The precaution is a wise one and should profit the market much more than it costs. In the state of Washington, the Public Service Commission recently inspected every railroad scale of the state and found many of them giving incorrect weights. Good scales and frequent inspection will always be the cost of correct weights.

THE RAILROADS of several different terminals are increasing the scarcity of cars by refusing to handle shipments which come in over other lines from competitive points and some of them are greatly interfering with traffic by refusing to switch any shipments from other lines, except for an exorbitant charge. All such petty rules may net the carriers a few dollars, but they also win the active opposition of the shipping public. Shippers who suffer from the petty rules of little 2x4 traffic men cannot help but feel that every railroad is determined to gouge the shippers at every turn of the road. Instead of adopting sane methods, which would promote the movement of freight, and co-operate with the shippers in increasing the carrying capacity of every car, the railroads have adopted more delay producing rules the last three months than during the preceding three years.

WHILE most of the grain exchanges compel the arbitration of trade differences among members, all do not force arbitration of trade differences between non-members and members. If a member was the complainant, of course the exchange would have no jurisdiction in the case. However, many of the exchanges do strive to keep members conducting their business fairly, and consequently often bring about the arbitration of trade differences, notwithstanding their rules would permit the offending member to refuse. Arbitration is becoming so extensive and so satisfactory a means of settling trade differences that all fair minded, fairly disposed, are glad to submit differences to an unbiased committee of tradesmen. Justice is much surer if left to men engaged in the same line of business, than if taken to court and submitted to a jury of flatheads, some of whom could not understand the case if they gave all eternity to its consideration. The exchanges have always wielded a potent influence for square dealing, and those who have taken advanced steps in regard to arbitrating trade differences, stand high in the estimation of outside members of the trade.

A VICIOUS attempt was made at Wheatland, Ind., recently to burn an elevator, but fortunately thwarted by the discovery of a sack full of oil-soaked cobs before the fire had been communicated to the house. In our Illinois news column is recited the burning of another elevator as the result of a third attempt by an incendiary. Men who vent their spite against persons by the destruction of property have always been dealt with entirely too leniently. The laws against incendiarism do not provide sufficient punishment to discourage this form of crime. A period of long imprisonment as the minimum punishment and a careful effort on the part of the state to detect every case of incendiarism would greatly reduce this form of crime and increase the safety of the public.

THE OHIO grain dealers continue to discuss the advisability and advantage of buying all grain by grade, and so many of them are actively engaged in the education of the farmer to an appreciation of quality in grain that the time must soon come when the country elevator operator will buy by the same grades he finds it necessary to sell by. The old-time methods not only make it easier for the scooper to do business, but also discourage any farmer attempting to produce and market choice grades of grain, and few farmers ever spend any time or labor in an endeavor to improve the quality or cleanliness of their grain before taking it to the elevator. When the grain buyer discriminates sharply against the poor quality then will the farmer strive to bring him better grain. Until then, laziness will be at a premium and careful handling at a discount.

A MINNESOTA elevator manager, who had most of his clothes torn off recently by an exposed set screw, is now a firm believer in the advantage of covering all set screws and collars, so as to prevent their catching in the clothing of passers-by. The investment is not expensive and if all machinery users would install some simple device of this character, many lives and limbs would be saved. Several other elevator operators were killed and injured recently by avoidable accidents. One was struck in the stomach when a power car puller rope broke, another was crushed by a passenger elevator, one fell from a car while loading wheat and another fell on a boiler. Elevator employees can be protected from many of these accidents without much expense or trouble, and it would seem the part of economy to adopt protective devices. Many employers of labor are taking out policies in casualty companies to protect them from the claims of laborers injured while in their employ, but prevention of accidents is much better and far cheaper.

A TENANT'S CREDIT BURO is to be established by one of Ohio's local associations, to keep tab on the one year tenants who move from place to place without repaying the grain dealer the money advanced or reimbursing him for the seed supplied. The move is a good one and should prove a profitable protection to grain dealers in any section cursed with one year farm tenants. The Crop Improvement Committee of the Council has long been working to encourage five year farm leases, as then the tenant has a greater interest in the farm and will work between seasons to improve its productivity. A tenant who will not take a place for 5 years is unworthy of any Ohio farm.

ANOTHER CASE of a violation of sales agreement has come to light in Michigan. One elevator man sold out and agreed to stay out of the business at that station, and as in previous cases, re-engaged under another name. Few violators of such agreements have been able to escape responsibility for their acts. The grain dealer who does not intend to stay out of the business should refrain from agreeing to do so when he sells the good will of the business, as few courts will uphold a man in selling good will and at the same time striving to retain it. It is not fair, honest or square, and whoever undertakes it deserves to be enjoined from conducting business during the period prescribed by his agreement.

ORGANIZATIONS SHOULD STAND FOR HONESTY AND FAIR DEALING.

An Ohio local association of shippers has been prompted by rumors of a black list maintained by receivers, to propose that a list of unfair receivers be kept by the shippers' association. Black listing any firm because of the complaints of one firm is not excusable, but if the evidence of different ones who have had business with a tricky firm agrees, then the black listing may be justified. However, membership in a central market exchange which makes any effort whatever to enforce rules requiring fair dealing, should be sufficient to protect shippers from unfair treatment at the hands of receivers who are members of that exchange.

This week a central Illinois grain shipper came to Chicago in person to secure settlement for several shipments of hay made seven weeks ago. He succeeded in getting large bills for car service, but little else, and now he wonders how in the world he picked out a firm to handle his business which was not a member of the Board of Trade.

No exchange can afford to uphold a member in dishonest or sharp practices, which work to the detriment of country shippers, and if shippers will take up their complaints with the secretary of the exchange, the offending member will generally be called to time in short

order and the wrong will be rectified. If the shippers association would do as much for those dealing with their members, then membership would be more valuable and more desirable. No organized section of the trade can afford to tolerate or overlook wrong business methods on the part of members. To do so is to encourage dishonesty and bring the organization into disrepute with all outsiders.

EXHIBITING SAMPLE GRADES.

Several Ohio elevator operators who have experienced much difficulty during recent months in obtaining as much for oats as they paid, are now trying to educate their farmer patrons to an appreciation of the difference in the grades of oats, by exhibiting official samples from the markets to which they ship their grain. The practice is a good one, and it can be adopted by every country buyer with profit to himself and advantage to the grain grower. However, it would be much better to have samples kept in air-tight glass receptacles and properly labeled, rather than in open boxes, which extend an invitation to every careless passerby to mix them together. Then, too, by keeping the samples in an air-tight receptacle, dust will be kept out of them and their quality will remain the same much longer than where standing out in the open, subject to the high temperature of the grain dealer's office. Keeping type samples of each grade of grain not only will serve to educate the farmer as to the value of quality, but it will also help to educate the shipper to closer classification of his purchases and the more careful preparation of his grain for market.

The discussion of this subject, indulged by the Tri-State dealers, showed very clearly that those elevator operators who had enough bins to permit of carefully classifying their purchases by grades realized a greater profit on the grain so handled. If rigid grading and close classification of grain at country points is profitable in Ohio, it would surely be profitable in every other state, just as the inspectors and terminal elevator superintendents for years have been insisting that it would be.

Country elevator operators have been dominated by habit. Competition and the old-time custom of buying all corn as corn and all oats as oats, has not only reduced the elevator operators' profits, but it has made it easier for the scooper to operate, because the scooper, having but one car in which to load his grain, must of necessity pay the same price for all. He cannot classify or clean.

Some elevator operators have overcome their handicap of a small number of storage bins by carefully cleaning and blowing all low grade grain before placing it in bins with the better grain. A good cleaner and a little conscientious work will always increase the average profit on every bushel of grain handled. When elevator operators have come to a clear comprehension of the wide difference in the quality of different grades of grain, they will see many opportunities to make a good profit which now are completely overlooked.

THE FRIENDLY SMILE.

Nothing is richer in gift or in guise
Than the hand of a friend and the smile
in his eyes,
In sorrow, in trouble, in grief and in gloom.
It helps o'er the journey, it shortens the
mile—
The hand of a friend and a friend's friendly
smile!
The hills we are climbing are never so
tall
When the smile of a friend sheds its glory
o'er all;
The road is less rough and the path for the
feet
In the smile of a friend runneth roselike
and sweet!
The struggle is lightened, the burden is
borne
With joy in the smile of a friend, and the
morn
Of hope and of effort and longing and
dream
Is brighter when bathed in its glow and its
gleam!

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

ROAD THAT SUPPLIES CARS GETS BUSINESS.

Grain Dealers Journal: Several farmers are loading cars at Ramsey, N. D., the new town south of Penn on the new Soo line. The G. N. was unable to furnish cars and as the Soo was in a position to furnish plenty of cars, that road got a nice business from this territory.—J. M. Morgan, agt. Winter, Truesdell Ames Co., Penn, N. D.

A BIG CAR OF OATS.

Grain Dealers Journal: We shipped a car of No. 3 mixed oats to the Sawers Grain Co., Chicago, Southern Pacific car No. 17071. It contained 101,560 lbs. (3173:24 bus.) and was unloaded at the Merritt Elvtr. Sept. 7.

Possibly Cayuga is entitled to the 1st prize for the largest car of oats on this crop. If so we will need help to celebrate the event properly. Any kicks.—Cayuga Milling Co., Cayuga, Ind.

SAVE ¼ CENT BY ROUTING BUFFALO GRAIN VIA NICKEL PLATE.

Grain Dealers Journal: The Iron Elevator & Transfer Co. has given notice that, effective on Oct. 15, it will charge for unloading or transferring grain ¼c per bushel, in addition to the ¼c per bushel which it collects from the railroad companies, which allowance by the railroad companies has heretofore covered the cost of unloading or transferring. This means that the extra ¼c per bu. will be a tax on the grain.

This is the only elevator in Buffalo located on the Lake Shore tracks, with the exception of a mill, which is of course equipped with an elevator for its own use. The Wabash and Erie Railroads have no elevators on their tracks. There is a small elevator which can transfer a few cars daily arriving in Buffalo on the Michigan Central Railroad.

The handling of grain arriving at Buffalo on the Wabash, the Erie or the Michigan Central is therefore practically

confined to the Iron Elevator & Transfer Co.'s elevator, and is consequently subject to the same additional ¼c per bu. charge as grain arriving in Buffalo on the Lake Shore Railroad.

The elevator on the Nickel Plate Railroad is still transferring and unloading grain at a charge of ¼c per bu., which is paid to it by the Nickel Plate Railroad. We therefore, for the time being at least, urge that consignments be made via Nickel Plate so as to avoid the extra ¼c per bu. referred to. A discount of ¼c per bu. will necessarily apply on any grain arriving at Buffalo on any other road than the Nickel Plate.—Burns Grain Co., Buffalo, N. Y.

OHIO TESTER LAW UNCONSTITUTIONAL.

Grain Dealers Journal: Every once in a while some one who is not acquainted with the Yeazill grain tester case and also the Ohio statute relating to the use of the little brass bucket in testing wheat, makes inquiry concerning the same, their attention no doubt being called to it by some lawyer or farmer stating that the dealer is subject to prosecution.

While the law is still on our statute books, there is little doubt that the statute is unconstitutional on the ground of class legislation. The prosecuting attorney of Clark County, Ohio, evidently believed so, as he did not appeal from the decision of the Circuit Court to the Supreme Court. The law is:

Sec. 13109, General Code of Ohio.—Whoever, being a commission merchant, miller, dealer, grain inspector, corporation, firm, ass'n of persons, or an officer, agent or employee thereof purchasing or receiving wheat in barter or exchange for flour, or otherwise, from the original producer, his agent or employee, for testing or determining the weight, grade, milling or market value thereof uses a measure other than the standard half-bushel or uses a measure that is a fractional part of such standard half-bushel, furnished this state by the United States, shall be fined not less than \$25 nor more than \$100 or imprisoned in jail not more than 30 days, or both. Fines collected under this section shall be paid into the county treasury to the credit of the county fund.

The law was enacted in March, 1894, and came before the Circuit Court in 1898, in the case of Yeazill v. State. Yeazill had been convicted in the court of common pleas of Clark County of using a measure other than the standard half bushel; but the Circuit Court reversed the decision, holding that:

There is no reason why the farmer should be granted express legislation and tutelage, or why he should be made a ward of the state, or protected in his dealings as an infant, or as a married woman was at one time. It is a reflection on his intelligence and business capacity, to select him out of the community and say that his weakness is such that the law will throw around him protection, which will prevent imposition when he wants to sell a bushel of wheat. It could not give that protection to a merchant to protect his goods, or the miller to protect his wheat when the farmer wants to buy it from the miller for seed. We think that the law in its terms is unequal, that it does not apply uniformly to all the citizens of the state, and there is no reason or sense in the classification which the statutes make; that it is not proper classification to say that the producer of wheat alone shall be protected in the purchase of wheat, and for that reason we think the law is unconstitutional. It may be that a close analysis of this question would disclose that the law has infringed upon rights in other respects, but we hold that the law under which this defendant was indicted and convicted is unconstitutional. It is not the law of the land, and the conviction, therefore, is against the law of the land.

Grain dealers who may be threatened with prosecution under this law will be glad to know that the defendant Yeazill

was discharged.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus, O.

THE LARGEST CARS.

Grain Dealers Journal: For the benefit of shippers who seem to be trying to break the large car record, I give the records of the Weighing Department of the Chicago Board of Trade with reference to large cars.—Kafir corn 107,970 pounds; oats 112,420 pounds; barley 113,000 pounds; rye 110,290 pounds; corn 142,450 pounds; wheat 124,360 pounds. Yours truly, H. A. Foss, Chief Weighmaster, Board of Trade, Chicago, Ill.

TO CLEAN UP THE GRAIN TRADE.

Grain Dealers Journal: The Tri-State Grain Producers and Shippers' Ass'n of N-W Ohio, N-E Indiana and S-E Michigan is pledged to a campaign for a "clean up" in grain trade affairs, and we want to avoid the mistake of overlooking our own back yard.

So we suggest—in fact, request—that dealers report to our association each and every incident of short weighing, plug loading, reniging on contract, failure to arbitrate, butting in on your trade, or other irregular or uncommercial act on the part of shippers of this territory. We promise our best effort to secure for you a square deal. If you are in doubt about the standing of any shipper of this territory, write for confidential information.—T. P. Riddle, Sec'y, Lima, O.

JUMPED A CONTRACT.

Grain Dealers Journal: We certainly do wish you would post F. N. Lewis of Bartlesville, Okla., as a contract jumper. We sold this Lewis a car of corn chop, written contract which was accepted by both parties, and there was no dispute whatever in regard to any part of same. Lewis has not bot very much stuff from us, but has always taken care of contracts before, for the reason that the market has always advanced after purchasing. This car in question was sold the afternoon of the 18th. On the morning of the 19th he cancelled without any cause or reason, and refused to make any disposition; in fact, would not talk over long distance phone in regard to this dispute. He stated positively that he had "laid down," and used this expression. Yours very truly, Rawlins-Smith Grain Co., Winfield, Kan.

POOR TELEPHONE SERVICE.

Grain Dealers Journal: Reading the article in the Journal relative to telegraf service and House Bill 3010, I at once begin to think of the poor service we Kansas dealers get on the telephone.

When first we began to use telefones the companies gave us 5 minutes to talk; but now they have reduced the time to 3 minutes and endeavor to beat us out of half that time. I mean just what I say and I will illustrate how they do it. The 'phone rings.

"Hello—hello—Who is this?"

"This is Jones of the Independent Grain Co."

"Who did you say?"

"Jones, I— G— Co."

"I can't catch the name; please spell."

"J—o—n—e—s. I— G— Co."

"Johnson, did you say?"

"No, J—, I—n—d—e—p—e—n—d—e—n—t G— Co."

"Oh, yes. Jones of Independent Grain Co."

Two minutes gone and nothing said only to learn who is trying to talk to you. The talk closes like this:

"Have you got any oats to offer?"

"What did you say?"

"Have you got any oats to sell?"

"Yes; 2 cars. What can you offer?"

"Thirty-five cents."

"What, 36?"

"No, 35?"

Three minutes gone; 5 in all, as the telephone girl calling you up used 2 minutes.—F. P. Hawthorne, McPherson, Kan.

Scientific Farming a Necessity.

By T. P. Riddle.

America faces a crisis. If a hostile fleet were approaching our shores, it would be a cause of less concern to the rank and file of citizens than the high cost of living problem—which problem, fundamentally, is a problem of agricultural supply and demand.

Scarcity of farm labor has cut Ohio's farm acreage average from 120 acres in 1850 to 88.6 acres in 1910. The call—or rather the miscall of the city—has lured our boys and girls from the farm, where they are needed, to the city, where they are not needed. Twenty-five years ago 55% of our population was on the farm. Today only 22% is on the farm. This is alarming.

A lack of scientific farming knowledge and application has caused Ohio the loss of millions in wealth in the last decade. Soil fertility depletion has been shameful. Wheat illustrates the effect of our disregard for soil fertility conservation.

Ohio's past ten years' wheat average of 14 bushels shows a loss of 4 bushels per acre as compared with her 18 bushels of fifty years ago. Demonstrating the possibilities of redemption, England, during the period of our decline of 4 bushels per acre, increased her average yield from 12 to 38, a gain of 26 bushels. What England has done, we can do.

What is scientific farming? In effect it is the making of two grains of wheat grow where one grew before and making the quality of those two grains better and the relative cost of production less. The difference between scientific farming and ordinary farming is the difference between full ears and nibbins, bumper crops and short crops, plenty and poverty, success and failure.

It's poor business to cut prices. In the grain business 'tis financial suicide to indulge in the pastime of over-bidding one's competitor.

The threatening political outlook has deterred buyers from entertaining the idea of business with Black Sea shippers, therefore their principal attention has been paid to American and Indian offers, which has naturally led to some hardening of quotations in those countries. Offers have not been too plentiful, with the exception, perhaps, of American spring, via Duluth. Canadian shippers have not yet got fairly down to business in a serious manner. Meanwhile there is a very large consumptive trade going on in Europe, as evidenced by the big importations since the opening of the season, and the present scarcity on the spot. The port stocks do not increase, but, on the contrary, diminish; there is not only no provision being made for winter wants on the Continent, but the actual supply of wheat on the spot available for millers is dwindling away.—*Corn Trade News.*

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

O. G. & N. E. 345 passed thru Whites-town, Ind., Oct. 21, leaking wheat thru grain door and door post.—Jenkins & Cohee.

N. P. 46592, loaded with oats, arrived at Mountain Lake, Minn., Oct. 21, leaking badly. Grain was transferred to C. & N. W. 84760. Shortage will be heavy.—R. J. Kintzi, mgr. Mountain Lake Farmers' Elevtr. Co.

Wabash 51030, apparently loaded with shelled corn, was set out at Morning Sun, Ia., Oct. 18, with a broken stringer. No leak noticeable.—Oren S. Gibbs, Farmers Elevtr. & Supply Co.

N. S. 4595, loaded with wheat, was ditched on the C. B. & Q. side track at Peetz, Col., Oct. 9, as a result of spreading rails.—Peetz Lbr. Co., succ. to A. M. Kellogg.

T. & B. V. 1943 passed thru Armstrong, Ill., Oct. 14, leaking white oats at end door.—C. L. Wood & Co., per J. Ridge.

N. Y. C. 57643, loaded with wheat, on the C. M. & St. P., was set out at Hartley, Ia., Oct. 14, leaking a stream out of side door. Big depression in center of car. Looks as tho 300 or 400 bus. had run out.—C. H. Betts.

C. P. & St. L. 4189, loaded with barley, passed thru Maritow, Ill., Oct. 12, leaking over the bolster. I had no chance to repair same. Called trainmen's attention to the leak.—A. R. Harbaugh, mgr. Smith-Hippen Co.

C. B. & Q. 112495 passed thru Welch, Okla., Oct. 11, on the M. K. & T. leaking oats at door.—H. B. Campbell, per L. S. Weir.

I. C. 38321 passed thru Armstrong, Ill., Oct. 12, west bound, leaking oats at end sill at the left of the coupling.—C. L. Wood & Co., per J. Ridge.

Atlantic Coast Line 24724, loaded with oats, was set out at Pearl, Ill., Oct. 11, for repairs, leaking badly from the side. About two feet of the side lining was loose at the floor sill. Fifteen or twenty bus. of oats accumulated on the ground while train took water before placing damaged car on a siding.—A. W. Applegate.

N. Y. C. H. R. 92951 was set out at Boyleston, Ind., Oct. 7, with draw bar out leaking oats badly. Right of way for five miles covered with oats. Car was repaired here but will go in short.—Clifton Cohee & Co.

C. & O. 6420 passed west thru Lineville, Ia., Oct. 5, loaded with oats and leaking badly.—Alley Grain Co., Mercer, Mo.

Soo 5326 passed thru Balfour, N. D., Oct. 4, leaking at side. I coopered it to the best of my ability.—M. J. Gurnett, agt Osborne, McMillan Elevtr. Co.

Penn. 84256 passed thru Kensal, N. D., Oct. 3, leaking thru floor at end.—Kensal Farmers Elevtr. Co., per Art Caven.

C. & O. 2646 passed thru West Liberty, Ia., Oct. 3, loaded with corn, leaking badly. Door post was pushed out at bottom. Had no opportunity to make repairs.—W. C. Addleman, per J. M. A.

G. N. 13528 passed thru McIntosh, Minn., Oct. 3, loaded with wheat, leaking at side. Could not repair as train did not stop.—H. F. Degerness, agt. Andrews Grain Co.

N. Y. C. & St. L. 26165 passed thru Galesville, Ill., Oct. 3, leaking corn at side. Could not repair, as train was moving when I discovered the leak.—Roy H. Jones & Co., C. O. Rice, mgr.

Penn. 577685, loaded with wheat, passed thru Walkerton, Ind., Oct. 1, going west, leaking badly at side.—W. H. M., Chicago, Ill.

Frisco 30953 passed thru Myra, N. D., Oct. 1, leaking badly.—E. A. Harseim, Sutton, R. F. D., Binford, N. D.

B. & O. 89302 passed thru Borton, Ill., Oct. 1, leaking corn.—Chas. Henn.

N. Y. P. & N. 347 passed thru Borton, Ill., Oct. 1, leaking white oats.—Chas. Henn.

B. & O. 87746, loaded with shelled corn, passed thru Correctionville, Ia., Sept. 30, leaking at door post.—J. F. Burns, agt. Trans-Mississippi Grain Co.

B. & M. 62336 was set out at Prosser, N. D., Sept. 28, for cooping, leaking badly under draw bar.—C. H. Prosser, agt. Minnekota Elevtr. Co.

Soo 15926 passed thru McLeod, N. D., leaking at side door post. I stopped leak with cotton waste and car may go in O. K.—Martin Overgard, McLeod, N. D.

No Recovery Under Contract in Restraint of Trade.

After stipulating the conditions under which it wud sell a quantity of grain, one of which was that the purchaser discontinue buying grain from illegitimate dealers such as "scoopers," curb brokers or growers, the Star Mill & Elevator Co., Amarillo, Tex., broke its contract with the Ft. Worth Grain & Elevator Co., putting up the defense that the contract entered into was void because contrary to the anti-trust law. In the lower court the Fort Worth Grain Elevator Co. recovered damages amounting to \$3,382.50. On an appeal by the Star Mill & Elevator Co. Judge Wilson of the Court of Civil Appeals of Texas reversed the judgment of the lower court and refused a new trial.

The contract read: "Star Mill & Elevator Co., Amarillo, Tex., will buy from legitimate dealers only conditional you sell us 50,000 bus. No. 3 oats red, sacked, at 46 cents delivered Fort Worth. Subject to your immediate reply by telegram. Ft. Worth Grain & E. Co." It appeared from the testimony that the term "legitimate dealers" was understood by the parties to mean persons financially and morally responsible, regularly engaged in the grain business, and did not include growers, "curbstone brokers, and that class of people."

July 3rd the appellant company telegraphed the appellee company as follows: "Will book 25,000 bus. Subject to your immediate reply by telegram." The court said:

"That agreement or understanding plainly was in violation of the letter of the portion of the statute. It is insisted, however, that there was testimony tending to show that appellant had never in fact prior to the time the understanding was reached purchased grain in that territory of the class of persons it thereby bound itself not to purchase from; that appellant and appellee were not prior to that time, nor at any time, competitors as purchasers of grain from that class; that it was contemplated when the agreement was entered into that they would continue to be, as they had been before, competitors as purchasers from 'legitimate dealers'; and that the agreement did not operate to destroy or in any way affect competition existing between them before it was entered into, or which it was contemplated might exist between them. The purpose, we think, as indicated by the scope of the statute and the language used, was to denounce as illegal, without reference to the intent of the parties and without reference to its actual effect, every agreement or understanding between parties engaged in buying any commodity, whereby they, or either of them, was to refrain from buying such commodity from any one having same for sale. State v. Racine Sattley Co., 134 S. W. 403.

"The testimony being undisputed that appellant and appellee each was engaged in buying grain in the Panhandle, and that by the understanding reached between them appellee was to refrain from buying grain of growers and others not embraced within the meaning, as stated, of the term 'legitimate dealers,' the trial court should, we think, have dismissed the suit. In the twelfth section of the statute it was expressly declared that any agreement in violation of its provisions should be 'absolutely void, and not enforceable either in law or equity.' Gust Feist Co. v. Albertyne Co., 109 S. W. 1139; 114 S. W. 791. "The judgment will be reversed, and the cause dismissed."—146 S. W. 604.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

LEGALIZED RAILROAD ROBBERY.

Grain Dealers Journal: I am sending herewith claim papers that have been before the claim department for over a year and recently returned to me. The claim has been submitted to the Interstate Commerce Commission and it has ruled that it wud be illegal to pay this claim. O, ye gods! to rule that a wrong can't be righted! Such injustice cries aloud for all men everywhere to turn and right the flagrant wrongs.—F. P. Hawthorne, McPherson, Kan.

Synopsis of Case.—F. P. Hawthorne shipped 68,740 lbs. of corn from Galva, Kan., to May Valley, Colo., Aug. 24, 1910, via A. T. & S. F. The rate was 15c per 100 lbs. A 60 car was ordered and an 80 furnished. Mr. Hawthorne paid agent at Galva \$103.26 freight on the car. At Lamar, Colo., car was held up by the agent of the Santa Fe, who demanded payment of \$16.74 before car wud be released. Reason given was that consignor had loaded above capacity of a 60 car, which is 66,000 lbs. The additional charge represented the difference between the amount paid on the over loaded 60, and the freight on the minimum weight of an 80. Additional charge was paid and claim subsequently filed. Freight claim agent refused to pay claim. The claim was then taken to the Interstate Commerce Commission which ruled against Mr. Hawthorne as mentioned in his letter.

Ans.: The railroad is governed by tariffs in making the overcharge and the Interstate Commerce Commission insists upon tariffs being observed, by both parties to the contract of transportation. Mr. Hawthorne as well as the railroad company. The injustice is that one of the two parties, the shipper, has no voice in prescribing the terms of the tariffs, which are accepted by the Interstate Commerce Commission without the scrutiny of the shipping interest. Mr. Hawthorne is presumed to know the maximum capacity of a 60. It is presumed that he also knew the minimum capacity of an 80 car and the rules governing the loading of both classes of cars. The charge was manifestly unjust as Mr. Hawthorne contends, but it was according to the rules.

WHAT IS DISCOUNT FOR NO. 3?

Grain Dealers Journal: Inasmuch as many country elevator men would like to hedge against their purchases of cash corn from farmers, I believe it would be well for you to publish the discounts at which No. 3 corn can be delivered on sales of the futures.

Several years ago many shippers wrote in favor of making the commercial grade of corn the contract grade, so that we could deliver what the farmer sold us. If 3 corn is deliverable on option contracts in all markets at a discount, it would seem to be practicable to transfer the option trading from 2 to 3 corn. Then we could oftener deliver what we sold and would hesitate less frequently to sell when our house was full of grain which we were not sure would grade No. 2. I would surely hedge against more of my purchases if I could hedge against No. 3, as it will be many months before much 2 corn will be shipped from this station. Any light on this subject will be greatly appreciated by A. T. Strohm.

NO. 3 CORN NOT DELIVERABLE.

Grain Dealers Journal: There are no futures on No. 3 Corn handled in this market; so that we have no rules covering the question you ask.—Yours truly, E. S. Hughes, Asst. Secretary, Chamber of Commerce, Minneapolis, Minn.

NO PIT CONTRACTS IN PHILADELPHIA

Grain Dealers Journal: I have pleasure in advising you that there are no pit contracts in this market, and no option trading here.—Very truly yours, Frank E. Marshall, Secretary Commercial Exchange, Philadelphia, Pa.

NO FUTURE TRADING AT OMAHA.

Grain Dealers Journal: Relative to contract deliveries of No. 3 Corn on this Exchange, I wish to advise that our rules specify that No. 3 corn is deliverable on contracts at five cents a bushel under the price of No. 2 corn. However, since we abolished all future trading here about two years ago, these rules are ineffective.—Yours very truly, F. P. Manchester, Sec. Grain Exchange, Omaha, Nebr.

2 CORN ONLY IS DELIVERABLE.

Grain Dealers Journal: The following is an extract from Sec. 1, Article 15, of our "Constitution, Rules and Regulations": "All contracts for corn, unless otherwise specified, shall be understood as for 'contract' corn, and on such contracts, a tender of No. 2 Corn, No. 2 White Corn, No. 2 Mixed Corn or No. 2 Yellow Corn in such proportions as may be convenient to the seller."—Yours very truly, E. D. Bigelow, Sec. Board of Trade, Kansas City, Mo.

2 OR BETTER ONLY DELIVERABLE ON PIT CONTRACTS.

Grain Dealers Journal: Under Section 2 of Rule VIII "On sale of No. 2 corn for future delivery the tender of No. 2 corn, No. 2 white corn or No. 2 yellow corn, in whole or in part, shall be deemed sufficient"; but the rule does not admit of a lower grade being deliverable on contract even at a discount.

As you will note the delivery of a higher grade is admissible but not a lower. The same applies to other grains.—Yours very truly, Eugene Smith, Sec. Merchants' Exchange, St. Louis, Mo.

NO. 2 CORN ONLY DELIVERABLE.

Grain Dealers Journal: The rule of this Chamber governing contract corn, unless by special agreement, is as follows:

"Corn sold for spot or future delivery, unless otherwise specified, shall be known as contract corn. Upon such sales the seller shall have the right to deliver mixed and or yellow corn and or artificially dried of same grade, Baltimore inspection, at same price. In case of Year delivery, the seller shall have the right to deliver new and or old crop mixed and or yellow and or artificially dried of same quality, at same price."—Jas. B. Hessong, Sec'y, Chamber of Commerce, Baltimore, Md.

3 CORN DELIVERED AT A DISCOUNT.

Grain Dealers Journal: I would refer you to Section 3 of Rule XXII, on page 51, of our rules. "On and after July 1, 1905, a tender of No. 3 corn, No. 3 white corn, and No. 3 yellow corn, in such proportions as may be convenient to the seller, subject, however, to the provisions of Section 5, of Rule XXI, shall be deemed a valid tender; provided, however, that No. 3 corn, No. 3 white corn, and No. 3 yellow corn can be delivered as "contract" corn only at a deduction of five cents per bushel from the contract price."—Yours very truly, J. C. F. Merrill, sec'y Board of Trade, Chicago, Ill.

3 CORN DELIVERED AT A DISCOUNT.

Grain Dealers Journal: As to the delivery of No. 3 corn at a discount on contracts, I beg to refer you to Sections 7 and 8 of Rule 7 of the Grain Rules which provide—

Sec. VII.—Corn sold for future delivery at public call and on the floor of the Exchange, unless otherwise specified, shall be known as "Contract Corn," upon which seller shall have the right to deliver in lots of five thousand (5,000) bushels or in lots of one thousand (1,000) bushels, as provided in Section I., either No. 1 White Corn, No. 2 Yellow Corn, No. 1 Yellow Corn, No. 2 Yellow Corn, No. 2 Corn, or (at a discount of two cents per bushel from contract price) Old No. 3 Corn, or (at a discount of three cents per bushel from contract price, if delivered during the months of September, October, November, December, January and February) No. 3 White Corn, No. 3 Yellow Corn, No. 3 Corn, or (at a discount of five cents per bushel from contract price, if delivered during the months of March, April, May, June, July and August) No. 3 White Corn, No. 3 Yellow Corn, or No. 3 Corn.

Sec. VIII.—Corn on Railroad Export billing sold for future delivery on the floor of the Exchange, shall be known as "Export Billing Contract Corn," upon which seller shall have the right to deliver in

New York in lots of 5,000 bushels on Export billing, as provided in Sec. I., No. 1 White Corn, No. 2 White Corn, No. 1 Yellow Corn, No. 2 Yellow Corn, No. 2 Corn, or (at a discount of one cent per bushel from contract price), if delivered during the months of September, October, November, December, January, February and March, Old No. 3 Corn, No. 3 White Corn, No. 3 Yellow Corn, No. 3 Corn, or (at a discount of three cents per bushel from contract price), if delivered during the months of September, October, November, December, January, February and March, Str. White Corn, Str. Yellow Corn, Str. Mixed Corn, or (at a discount of two cents per bushel from contract price), if delivered during the months of April, May, June, July and August, Old No. 3 Corn, No. 3 White Corn, No. 3 Yellow Corn, No. 3 Corn, or (at a discount of five cents per bushel from contract price), if delivered during the months of April, May, June, July and August, Str. White Corn, Str. Yellow Corn, Str. Mixed Corn.—L. B. Howe, Sec'y Produce Exchange, New York.

WHO KNOWS OF VENTILATOR FOR CORN IN CAR?

Grain Dealers Journal: Some time ago we read of a description of a series of tubes to be placed in cars of new corn to act as a sort of air conduit to prevent corn heating in transit. We are about to purchase 100 cars of new corn and we wud like to give this suggestion a trial. We wud appreciate information from brother dealers on this subject.—Meech & Stoddard, Inc., Middletown, Conn.

J. F. Thompson, of Plainview, Minn., Dead.

Jay F. Thompson, well known to the Minnesota grain trade, owning elevators at Plainview and Viola, Minn., died Oct. 14 in a hospital at Winona from typhoid fever, aged 39 years. Two sons, five and seven years old, survive him.



J. F. Thompson, Plainview, Minn., Deceased.

Mr. Thompson was president of the council at Plainview for two years and was a member of the board of education at the time of his death. He had been engaged in the grain business fourteen years. In addition to the elevators at Plainview and Viola, Mr. Thompson leased and operated the elevator at Elgin, Minn.

Deceased was born in Quincey township, Minn., June 13, 1873. He received a common school education and attended the University of Minnesota. He began his career in the grain business in 1898, when he leased the Van Duzen elevator at Plainview. In 1900 he married. Mrs. Thompson died in 1909.

POOR TELEGRAPH SERVICE.

Delayed telegrams, in the aggregate, cause losses amounting to thousands of dollars annually to Chicago receivers and their country customers. A similar condition prevails over the entire country. The situation has become so acute, in that poor telegraphic service is so general, that the grain dealers of the United States have said they will have no more of it.

The sentiment expressed is well represented in the resolutions passed by the annual convention at Norfolk, Va., of the Grain Dealers National Ass'n, and those adopted by the Receivers' Ass'n of the Chicago Board of Trade, both published in the October 10 number of the Journal.

Congress has taken cognizance of the miserable telegraphic service of the country, and the Cary bill, H. R. 3010, will be up for passage at the next session. The bill deserves the support of all grain dealers.

Chicago receivers are hopeful of needed reforms. The Western Union Telegraph Co. has been criticised chiefly, many members of the Board of Trade refusing to do business with the company except in those cases where the Postal Telegraph Co. has no connection. Others evade the use of the telegraph altogether and use the long distance telephone. The increase in the use of the telephone for transacting business on "change" is apparent by the installation of additional booths on the floor of the exchange.

There isn't much choice between the two telegraph companies, in the opinion of John F. Wright.

"The man came to a fork in the road and stood there hesitatingly, wondering which one to take. He asked a native. 'Wa'al, it's like this, mister. If you take that road you'll think you're in hell, and if you choose this road you'll wish you'd taken the other.'"

With this story of the gentleman who sauntered thru Arkansas as a text, Mr. Wright expressed himself regarding the service of the Western Union and the Postal Telegraph companies. "They are both bad," he said, "only sometimes one of them is worse than the other. I am inclined to be more lenient with the Western Union because I know the company is overwhelmed with business, and naturally messages are delayed. On the other hand the Postal has no such excuse and shud be able to give perfect service wherever its lines go."

Mr. Wright attributed the poor service of the Western Union in particular to indifference on the part of its employees. "Not long ago I had an important deal on with a customer at Peoria. I went into the office of the Western Union and stood there about ten minutes before a

gum-chewing girl inquired what I wanted. I gave her my address and started my telegrams going. Do you know, messages were delivered to the wrong hotel, and when I got that part straightened out, the delays that followed were insufferable."

Asked about the Postal Telegraph Co., Mr. Wright stiffened perceptibly. "I found out the other day that the agent of the Postal in a small interior town was trying to get a customer of mine to trade with someone else. I called on the Postal authorities and put it up to them kindly, asking only that they advise their agent at that point to refrain from his practice. The official yawned politely and said that it was really something out of his line; that he supposed the agent shudn't do anything of the sort and he wud refer the matter to the proper department."

G. B. Van Ness sees no excuse for the poor service of the Western Union and exhibited half a dozen telegrams that had been delayed from one hour to three hours and fifty minutes that day. These messages were delayed by the Chicago office that length of time, and Mr. Van Ness was unable to state whether his country customers received the messages the same day.

"The Western Union Telegraph Co. goes on the policy of 'the public be damned,'" said Mr. Van Ness. "It leases its wires and ruins its service because it is an easy method of running the business. It is a fine example of a one-time monopoly trying to continue its old policy. It has bot up other companies, watered the stock 85 per cent and then pays dividends on it. The Western Union doesn't like publicity, however," he continued. "It doesn't like the action of the Grain Dealers National Ass'n. It doesn't like the campaign for better service. There's some hope. If we hammer long

enough, we may be able to get service."

"Our telegraph service is satisfactory," was the declaration of F. E. Winans. He added, significantly, "now." "For the past six months we have had good service," Mr. Winans continued. "Before that time it was very bad. We had a ruction and everything has been lovely since then."

NEW PRESIDENT OF MINNEAPOLIS Chamber of Commerce.

Frederick B. Wells, elected pres. of the Minneapolis Chamber of Commerce Oct. 3, has been in the grain business since 1891, when he entered the employ of F. H. Peavey & Co. He is 39 years of age and is a son of the late Rev. Thos. B. Wells, an Episcopal clergyman. He was born in Mentone, France, April 21, 1873.

Mr. Wells was educated in the Minneapolis public schools, the University of Minnesota and Sheffield Scientific School of Yale University.

He remained with F. H. Peavey & Co. five years, when he became an employee of the Northwestern Consolidated Milling Co., representing it in London. After one year he returned to F. H. Peavey & Co., taking the management of the Duluth Elevator Co. In 1899, he was admitted as a member of the firm. After Mr. Peavey's death, the burden of the business was thrown on the shoulders of Frank T. Heffelfinger and Mr. Wells, both of whom had married daughters of Mr. Peavey. In 1906, the firm was incorporated as a stock company and Mr. Wells became its vice-president. Mr. Wells is a director of the First National Bank of Minneapolis.

He has long been prominent in the affairs of the Minneapolis Chamber of Commerce, having served as vice-president and director.



A Good Time to Catechise Politicians

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

I was in Illinois during the week of Oct. 14, in the winter wheat section from Springfield west to Louisiana, Mo., and found the acreage 75% of last year's. Seeding was completed; soil in fine condition; most of grain up and looking fine.—H. Clay Shaw, Iowa Falls, Ia.

INDIANA.

Riley, Ind., Oct. 18.—Wheat poor quality; low yield. Oats good quality; acreage below average. Corn acreage larger than last year; quality of greater per cent will be fair.—H. W. Earley, agt. Paul Kuhn & Co.

Indianapolis, Ind.—The corn crop will be the largest in this state for years. Cribbing will not commence for two weeks though the weather has been exceptionally fine for curing corn. Very little new corn has been brought to this or any of the country markets. The few loads of new corn is not dry enough for market that sold brought only 40 or 42 cents a bushel.—F.

IOWA.

Iowa Falls, Ia., Oct. 20.—Weather ideal for maturing and curing corn; husking will commence about the 25th. Oats only moving; no new corn offered.—H. Clay Shaw.

Lamoni, Ia., Oct. 16.—Corn picking will commence in 30 days; will have largest crop raised in 20 years; 90% was out of frost's way. Best oats in 10 years; majority still in farmers' bins waiting a 30c price. Big wheat crop moving freely.—Iowa-Missouri Grain Co.

KANSAS.

Portland, Kan., Oct. 12.—Corn making 15 to 65 bus.; kafir good.—W. M. Halfhill, Arkansas City Mlg. Co.

Riverdale, Kan., Oct. 18.—Fine crops except wheat, which was a failure; kafir yielding 40 bus.; large acreage. Corn and oats good; fine quality of Texas red oats; growing wheat fine; acreage small. Weather good; plenty of moisture.—F. Strong, Strong & Heskett.

MINNESOTA.

Kragness, Minn., Oct. 18.—Threshing just about finished; wheat grading No. 3 and No. 2. Business slow; farmers digging potatoes; very little plowing done.—A. P. Uecker, agt. Imperial Elvtr. Co.

NEBRASKA.

McCook, Neb., Oct. 19.—Crops very light.—S. S. Garvey, agt. Updike Grain Co.

Loretta, Neb., Oct. 19.—Wheat and rye crops fine; good quality. Oats small crop; not good grade; corn looks real good.—F. J. Kuhn, agt. Nye Schneider Fowler Co.

NORTH DAKOTA.

Sanborn, N. D., Oct. 20.—Threshing nearly finished.—Dan Leip, agt. Andrews Grain Co.

St. Thomas, N. D., Oct. 20.—Hail in July cleaned out ½ of crops.—M. Buchanan, agt. Monarch Elvtr. Co.

Grand Rapids, N. D., Oct. 20.—Large acreage; exceptionally big crop.—Chas. T. Stiles, agt. Powers Elvtr. Co.

Spring Brook, N. D., Oct. 20.—Quite a lot of frozen grain.—F. C. Evenson, agt. St. Anthony & Dakota Elvtr. Co.

Medina, N. D., Oct. 11.—Oats 50 to 90 bus.; good quality. Rye 20 bus.; flax 15 bus.—H. K. Glade, agt. Rowen Elvtr. Co.

Carpio, N. D., Oct. 10.—Considerable rain and snow here; all grain is tough; hard to handle.—R. A. Krusee, mgr. Farmers Elvtr. Co.

Ross, N. D., Oct. 21.—Threshing not more than half done on account of wet weather.—Wm. Nott, prop. Independent Elvtr.

Napoleon, N. D., Oct. 16.—Wheat 22 bus.; grading No. 1 and No. 2; 25% of crop threshed.—W. M. Noddings Grain Co., per W. M. Noddings.

Braddock, N. D., Oct. 16.—Flax 12 to 15 bus.; fair quality; large acreage. Rye 20 bus.; good quality.—F. H. Harris, mgr. Braddock Elvtr. Co.

Nome, N. D., Oct. 17.—Wheat grading No. 1 and No. 2; durum No. 2 and No. 3; flax No. 1 and No. 2.—W. W. Cooke, agt. Monarch Elvtr. Co.

Kulm, N. D., Oct. 17.—Flax yielding 15 bus.; large acreage; good quality. Rye 20 bus.; grading No. 1 and No. 2.—G. Grosz, agt. Powers Elvtr. Co.

Ellendale, N. D., Oct. 19.—Wheat yielding 15 bus.; grading No. 1 mostly; about 80% of crop threshed.—H. C. McMasters, agt. Empire Elvtr. Co.

Mandan, N. D., Oct. 14.—Wheat yielding 20 bus.; grading No. 1 mostly. Flax 12 bus.; not very much threshed.—N. P. Gray, mgr. Farmers Elvtr. Co.

Steele, N. D., Oct. 12.—Oats 65 bus.; good quality. Rye 15 to 20 bus.; flax 12 bus.; very little threshed.—Herbert Roberts, agt. Great Western Grain Co.

Pittsburg, N. D., Oct. 18.—Threshing practically done; grain stood bad weather good; yield light; hail cut crop 30%.—W. A. Ion, agt. Andrews Grain Co.

Ypsilanti, N. D., Oct. 9.—Wheat yield 20 bus.; grading No. 2. Oats 50 to 60 bus.; barley 35 bus., badly stained.—Amos Jacobson, agt. Andrews Grain Co.

Eldridge, N. D., Oct. 10.—Rye crop average 20 bus.; good quality. Oats yield 40 to 60 bus.; flax not threshed; 12 bus.—G. F. O'Brien, agt. Occident Elvtr. Co.

Napoleon, N. D., Oct. 16.—Flax yield 16 bus.; good quality; acreage 15% larger than last year. Rye yield 20 bus.—D. G. Scheeler, agt. Napoleon Elvtr. Co.

Steele, N. D., Oct. 12.—Wheat grading No. 1 mostly; yield 20 bus. Barley yield 40 bus.; grade No. 4; badly stained.—L. L. Harriman, agt. Powers Elvtr. Co.

Hettinger, N. D., Oct. 16.—Crops never were better, wheat averaging 15 to 30 bus.; oats 40 to 80; flax 8 to 20; barley 30 to 45. Threshing half done.—Maddock & Kain.

Montpelier, N. D., Oct. 9.—Wheat yielding 20 bus.; grading No. 2 since the rains. Barley 35 bus.; oats 50 bus.—H. G. Gullickson, mgr. Montpelier Farmers Elvtr. Co.

Kulm, N. D., Oct. 17.—Wheat yielding 20 to 25 bus.; grading No. 1 and No. 2 mostly. Barley acreage small; yield 25 bus.—L. E. Viets, agt. Gackle Grain Co.

Wishek, N. D., Oct. 17.—Wheat yielding 20 to 25 bus.; grading No. 1 and No. 2. Barley acreage small; yield from 25 to 30 bus.—Wm. Wilcke, agt. Wishek Grain Co.

Eldridge, N. D., Oct. 10.—Wheat grading No. 1 and No. 2; yield 25 bus. Barley 32 bus.; badly stained; grading No. 1 and No. 2 feed.—R. W. Freeman, agt. Powers Elvtr. Co.

Wishek, N. D., Oct. 17.—Flax yielding about 15 bus.; fair quality; large acreage. Rye 15 to 20 bus. About 30% of grain threshed.—Jas. Welsh, mgr. Doyle & Welsh.

McKenzie, N. D., Oct. 12.—Oats excellent; yield 50 to 100 bus. Rye yield 20 bus.; good quality. Flax 15 bus.; not much threshed.—F. A. Wiest, agt. McKenzie Merc. Co.

Ellendale, N. D., Oct. 19.—Oats yielding 35 to 50 bus.; good quality. Barley 30 bus.; stained from rains; test 42 to 46 lbs.; flax 12 bus.—J. R. Crowley of Ellendale Grain & Produce Co.

Cooperstown, N. D., Oct. 23.—Will finish threshing in 10 days; grain not being marketed as fast as in former years. Cars are scarce. Not much plowing done.—Erick Erickson & Co.

Braddock, N. D., Oct. 16.—Wheat yielding 21 to 25 bus.; grading mostly No. 1. No oats for market; 60% of the crop threshed.—G. Fercho, agt. Osborne-McMillan Elvtr. Co.

Medina, N. D., Oct. 11.—Wheat 20 to 30 bus.; grading No. 2 mostly. Barley 30 bus.; badly stained from rains; grading No. 1 and No. 2 feed.—A. J. Olson, mgr. Medina Farmers Elvtr. Co.

Cleveland, N. D., Oct. 11.—Wheat yielding 25 to 30 bus.; grading No. 2 and lower. Barley 50 bus.; grading No. 1 feed. Oats 75 bus.; good quality.—M. N. Bratt, agt. Occident Elvtr. Co.

Northville, N. D., Oct. 22.—Crops are light; rye acreage small; yielding 12 bus. Wheat from 7 to 15 bus. About 80% of the grain marketed.—E. M. Whiting, agt. G. W. Van Dusen & Co.

Cleveland, N. D., Oct. 11.—Wheat crop damaged one grade by rains; durum will average 25 bus.; blue stem 20 bus. Rye crop good; yield about 20 bus.; small acreage. Flax light crop; probably yield 12 bus.—R. J. Cooper, mgr. Cleveland Farmers Elvtr. Co.

McKenzie, N. D., Oct. 12.—Wheat 20 to 30 bus.; grade No. 1 and No. 2. Barley 30 to 40 bus.; badly stained; test 43 to 45 lbs.; 30% of the grain threshed.—Fred Long, agt. Victoria Elvtr. Co.

Monango, N. D., Oct. 10.—Barley poor quality; yield 16 bus.; test 40 to 45 lbs. Flax not very good; lots of foul seed; damaged some; yield 7 bus.—W. C. Caldwell, mgr. Caldwell Elvtr. Co.

Starkweather, N. D., Oct. 20.—Threshing 80% done; wheat 20 bus.; flax 10 bus.; barley 40 bus. All wheat grading No. 1 before rains; now No. 2 and No. 3.—F. Magnus, mgr. Magnus & Noyes.

Ypsilanti, N. D., Oct. 9.—No flax threshed; will yield 12 bus.; fair quality. Wheat 18 bus.; barley 37 bus.; rye acreage small, average 20 bus.—C. Gibson, mgr. Ypsilanti Farmers Elvtr. Co.

Driscoll, N. D., Oct. 12.—Wheat yielding 18 to 30 bus.; grading No. 1 and No. 2. Barley 40 bus.; poor quality; badly stained. Oats good quality; 60 bus.—K. A. Ersland, mgr. Equity Grain & Merc. Co.

Northville, N. D., Oct. 22.—Wheat 9 bus.; grading No. 1 mostly. Flax and barley light crops, small acreage on account of high price of seed the past year.—G. A. Aurd, agt. Eagle Roller Mills Co.

Dawson, N. D., Oct. 12.—Wheat 20 to 30 bus.; grading No. 1 and No. 2. Barley 25 to 40 bus.; light weight. Oats up to 80 bus.; good quality. Rye 20 bus.—Edgar Bon, mgr. Farmers Elvtr. Co.

Drayton, N. D., Oct. 17.—Grain that came up after hail storm not turning out as well as expected; barley has fair color; did not get so much rain in shock.—A. E. Gutekunst, agt. Andrews Grain Co.

Montpelier, N. D., Oct. 9.—Rye average 25 bus.; acreage is fully 5 times as large as last year; grading No. 2 and No. 3. About 50% of grain threshed; 25% marketed.—S. A. Dale, agt. Occident Elvtr. Co.

Crystal Springs, N. D., Oct. 11.—Wheat 25 bus.; grade No. 2; some No. 1. Barley 30 to 40 bus.; stained from rains. Oats up to 90 bus.; good quality. Very little flax threshed.—A. S. Jacobson, agt. Powers Elvtr. Co.

Bismarck, N. D., Oct. 14.—Wheat yielding 20 to 25 bus.; grading No. 1 and No. 2. Rye acreage larger than last year; yield 20 bus. Flax 15 to 18 bus.; about 25% of crop threshed.—F. E. Samson, mgr. Russell-Miller Mlg. Co.

Monango, N. D., Oct. 18.—Wheat yielding 9 bus.; crop damaged by hail storm latter part of July; grading No. 2 and No. 3 mostly. Oats yield 30 to 40 bus.; good quality; about 75% of the crop threshed.—A. L. Fox, agt. Empire Elvtr. Co.

OHIO.

Columbus, O., Oct. 1.—Estimated wheat area harvested 1,021,623 acres; yield 10 bus.; total yield 10,454,425 bus.; quality compared with average 76%; old crop still in farmers hands 10%; production poorest ever recorded; quality a year ago was 94%; rain retarding seeding in some sections; area of 1913 will be smaller than last year. Oats area 1,865,449 acres; yield 44 bus.; total yield 83,171,314 bus.; quality 93%; bumper crop; an increase of 37,000,000 bus. over 1911 when average yield was 31 bus. Barley area 37,117 acres; yield 29 bus.; total estimated yield 1,077,549 bus.; quality 89%; yield shows an increase over 1911. Rye area 85,624 acres; yield 17 bus.; total estimated yield 1,451,389 bus.; quality 93%. Corn prospects most flattering compared with normal yield 96%; against 91% a year ago; late in maturing due to wet weather in July and late planting.—A. P. Sandles, sec'y Ohio Dept. of Agri.

OKLAHOMA.

Clinton, Okla., Oct. 11.—Corn and kafir cut very short by dry weather; big acreage will however give good movement, especially of kafir. Wheat sowing has progressed well; in most districts is up and has moisture for growing; some districts need rain.—J. D. Chalfant Grain Co.

SOUTH DAKOTA.

Aberdeen, S. D., Oct. 21.—Flax 10 bus.; good quality; oats 40 to 70 bus.; grading No. 3.—C. R. Kimball, agt. Eagle Roller Mill Co.

Aberdeen, S. D., Oct. 21.—Wheat will average 21 bus.; grading No. 1 mostly. About ¾ of grain threshed.—H. H. Sand, agt. Pacific Elvtr. Co.

Athol, S. D., Oct. 23.—Wheat 10 bus.; grading No. 1 mostly. Barley killed by drouth early in the season; there will be about two cars shipped out of this station.—J. A. McNeill, agt. Eagle Roller Mill Co.

Aberdeen, S. D., Oct. 21.—Rye acreage small; yield about 15 bus.; good quality. Barley 25 bus.; stained from rains.—C. W. Freeman, mgr. Freeman-Bain Co.

FOREIGN CROPS.

Rice.—The production in Japan is estimated at 367,656,000 bus.

Rome, Italy, Oct. 22.—(Cable to U. S. Dept. of Agriculture.)—The international Institute of Agriculture reports:

Wheat.—The preliminary statement of production in France is 27,173,000 bus. The total production in the countries named below is given as 3,257,000,000 bus., or 7.2% more than they produced last year: Prussia, Belgium, Bulgaria, Denmark, Spain, France, England, Ireland, Wales, Hungary, Italy, Luxembourg, Norway, Netherlands, Roumania, Russia (73 governments), Switzerland, Canada, United States, India, Japan, Egypt, Tunis and Algeria.

Barley.—The preliminary statement of production in France is 52,274,000 bus., Algeria, 32,888,000. The total production in the countries named below is given as 1,279,000,000 bus., or 5.2% more than they produced last year: Prussia, Belgium, Bulgaria, Denmark, France, Spain, England, Ireland and Wales, Hungary, Italy, Luxembourg, Norway, Netherlands, Roumania, Russia (73 governments), Switzerland, Canada, United States, Japan, Egypt, Tunis, Algeria.

Oats.—The preliminary statement of production in France is 375,613,000 bus., Ireland 62,482,000, Algeria 12,352,000. The total production in the countries named below is given as 4,084,000,000 bus., or 20.7% more than they produced last year: Prussia, Belgium, Bulgaria, Denmark, France, England, Ireland, Wales, Hungary, Italy, Spain, Luxembourg, Norway, Netherlands, Roumania, Russia (73 governments), Switzerland, Canada, United States, Japan, Algeria and Tunis.

Corn.—The preliminary statement of production in Roumania is 88,580,000 bus., Canada 14,218,000, Egypt 69,804,000. The total production in the countries named below is given as 3,620,000,000 bus., or 16.4% more than they produced last year. Bulgaria, Roumania, Spain, Hungary, Italy, Russia (73 governments), Switzerland, United States, Canada, Egypt, Algeria and Tunis.

Elevator System for Argentina.

Ezequiel Ramos Mexia, minister of public works, has just submitted to Don Roque Saenz Pena, pres. of the Argentine Republic, the draft for a law under which to construct grain elevators.

In a pamphlet of 36 pages Senor Mexia sets out in detail the problems confronting the railroads in transporting the grain to market, the necessity of financing the movement and of establishing official grades of grain. He acknowledges his indebtedness to his collaborator, Ernesto Stricker, the engineer, who visited the United States and Canada to collect data on methods of grain handling.

He proposes the adoption of the same system of elevators in Argentina, estimating a saving of \$42,200,000 a year over the present costly methods of warehousing, and suggesting the construction

of 700 country grain elevators, 60 large interior elevators and 5 terminal elevators. The proposed law provides that the government will inspect and grade the grain, and guarantee to holders of warehouse certificates the weight and quality specified therein. These receipts are made transferable by simple indorsement.

The cost will be met by an issue of \$25,000,000 gold bonds, the interest and sinking fund to come from charges for inspection, storage, handling, and an export tax of 50 cents per 1,000 kilos to be levied on all grain.

Trade this year has been satisfactory so far as receipts are concerned and values are good; but market gradings have been unsatisfactory in almost every instance, and in our opinion uncalled for.—J. H. Hubbard, Castlewood, S. Dak.

The Supreme Court of the United States heard the argument in the case of James A. Patten, Eugene Scales, Frank B. Hayne and William P. Brown, charged with conducting a cotton corner in violation of the Sherman anti-trust law, Oct. 23.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks has been as follows:

DECEMBER WHEAT.															
	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.
Chicago	92 1/4	93 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4
Minneapolis	89 1/4	89 1/4	90 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4
Duluth	88 1/4	88 1/4	89 1/4	90 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4
St. Louis	93 1/4	94 1/4	95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	95 1/4	95 1/4
Kansas City	87 1/4	88 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4
Milwaukee	89 1/4	90 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4
Toledo	111 1/4	112 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4
New York	100 1/4	101 1/4	102 1/4	102 1/4	102 1/4	102 1/4	102 1/4	102 1/4	102 1/4	102 1/4	102 1/4	102 1/4	102 1/4	102 1/4	102 1/4
Baltimore	101 1/4	102 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4
Winnipeg	86 1/4	87 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4
Liverpool	110 1/4	111 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4
*Budapest	133 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4	134 1/4

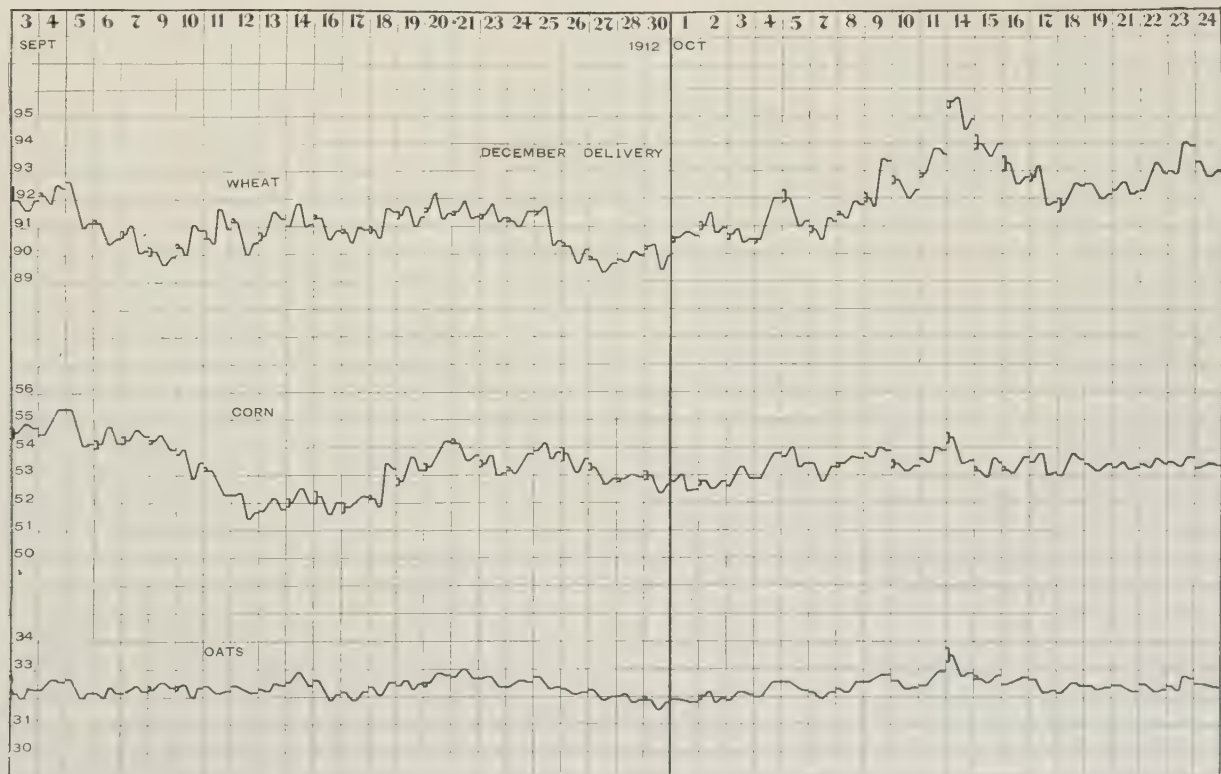
DECEMBER CORN.															
	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.
Chicago	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4
Kansas City	48 1/4	49	49	49	49	49	49	49	49	49	49	49	49	49	49
St. Louis	49 1/4	50	50	50	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4
Liverpool	69 1/4	70	70	70	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4

*April.

Chicago Prices

Opening, high, low and closing quotations on wheat, corn and oats at Chicago since Sept. 1 are given on the chart herewith.

The upward leap of wheat prices Oct. 14 followed close on the announcement that Montenegro had declared war upon Turkey; and the downward trend on Oct. 16 followed on the announcement that peace had been concluded between Turkey and Italy. The declaration of war Oct. 18 by Greece against Turkey led to a strong close of the markets that day.



FALL MEETING OF OHIO GRAIN DEALERS ASSOCIATION

[Special Report by Wire.]

Columbus, O., Oct. 25.—The fall meeting of the Ohio Grain Dealers Ass'n was opened this morning at the Neil House with a good attendance.

Pres. E. C. Eikenberry told the dealers that losses on low grade grain were educating county elevator operators to a realization of the necessity of buying low grade grain on a wider margin than high grade grain.

"At nearly every meeting of this Ass'n some crop improving agency has sought our aid. I think it is time all of these agencies shud get together and co-ordinate their plans to improve agricultural conditions."

Chas. D. Jones, Pres. of the Grain Dealers National Ass'n, expressed his pleasure at being able to meet with the parent of all the grain dealers ass'ns, "The grain business is conducted much more safely today because of the work of the trade assns of which your organization is the grandparent."

Pres. Eikenberry called for reports on corn.

E. A. Grubbs, Greenville: Prospect for quality and quantity of corn is nearly perfect and I think it will be in condition to handle by November; but dealers will experience difficulty in getting cars.

H. J. Niswonger, Arcanum: Corn will be in condition to ship within ten days. The only price I have heard mentioned is 40 cents for 72 pounds.

H. S. Grimes, Portsmouth: The Scioto Valley will have the largest and best crop of white corn ever grown. We will commence to ship early corn next week. It will easily carry ten to fifteen days. (A voice—You mean miles per.)

H. S. Heffner, Circleville: Our corn is not in condition to ship. It is not uniform and much of it contains 28 per cent moisture. I think it cannot be shipped for twenty days. We are paying 45 cents for 70 pounds.

O. T. Roszell, Troy: We buy corn by the hundred in the winter but in the summer we get back to the bushel and pay 40 cents.

L. S. Dewey, Blanchester: Some of our corn is sappy and cannot be shipped with safety.

H. Irish, Sabina: Our corn is pretty green and Mr. Lloyd of Washington Courthouse reports it contains 26 to 27 per cent moisture.

C. T. Pierce, Vanwert: Judging from the one car of corn received it is the best crop we have had in forty years. We are not taking in new corn because our bins are full of oats and can not get cars. I believe every shipper must soon use a moisture tester. Our tests on forty cars shipped to Buffalo last season differed from Buffalo test on one car only. We avoided much trouble by shipping corn suited to our contracts. Our tester paid for itself on the first car we shipped. It proved the corn was No. 3 instead of No. 4 as we thought, so we shipped it elsewhere and got a better price. We pay 55 cents per hundred.

E. T. Custenborder, Sidney: We have a large crop of corn. None is

being bot. I doubt much will be bot before the middle of November. All the dealers are careful of oats and will not handle new corn until the holidays.

C. W. Pontius, Lewisburg: We are not anxious to handle new corn.

J. E. Wells, Quincy: No corn has been bot for shipment in our neighborhood. Our elevators are full of hot oats and we can not get cars so we can not buy corn. We propose to sell out the soft corn and give it back to the farmer. If you move oats when they are hot they will stain badly. We are going to have a fine crop of corn.

M. A. Silver, West Jefferson: Our corn is spotted. Some is soft but a little of the improved. Clearage is dry and cud be shipped. I think we should encourage the growing of this variety.

G. W. Lamb, Hooker: We handle most of our corn in the ear. And do not expect to shell any until Christmas.

J. L. Doering, Antwerp: The late rains caused cob rot and we expect to have much trouble. In fact we have had several cars go wrong already. We stand back of the wagon when the corn comes in and sort out the bad ears. We show the farmers how we must have it and if they do not remove the nubbins and soft ears we send them home. We pay 50 cents a hundred. A few farmers select their seed corn with care and do not find it necessary to replant.

A. B. Beverstock, Lexington: We have the best crop of corn in Richland county in many years and will not ship in much unless the farmers hold it back for high prices. Our corn was hurt by the frost. My experience with hot oats has been different from that of Mr. Wells. We turned them over a couple times and cooled them. They may have been discolored a little but they were not musty.

H. W. Fish, Mansfield: Ohio millers are getting a little wheat and hoping for a better crop next year.

T. P. Riddle, Lima: The prevailing opinion among our members is that new corn shud not be taken in until Nov. 15. We need uniform action in this matter.

P. S. Goodman, Chicago: The corn crop is exceedingly large in seven states and no doubt the government will report the country's crop at 3,100,000,000 bushels. I believe our prices will not return to the low figures of former years. Shippers in the west expect corn to be in condition to ship by Nov. 15 and many of them have sold it for early delivery but the scarcity of cars will greatly interfere with their sales.

Willis Jones, Mt. Sterling: I believe we will not have cheaper corn. Cattle at 8 cents per pound will encourage its feeding at 45 cents a bushel which is being paid in our section. Our corn is fine and will be in condition to ship in a couple of weeks. We expect to start our drier next week and while we do not expect to make much money by drying, we expect to reduce our loss.

H. S. Grimes, Portsmouth: By Dec. 20 we will handle new corn without drying and without testing for moisture. It is in fine condition. (Laughter.)

Sec'y McCord explained that the law against the use of a wheat tester of less than one-half bushel was unconstitutional and although the weight inspector might brand it "illegal" it could be used without fear of prosecution.

Prof. A. G. McCall, of the Ohio College of Agriculture, presented samples of cob rotten corn and warned the dealers to keep on the lookout for it as it developed only after the stalk dried out.

Adjourned for luncheon with the Columbus grain dealers and millers.

AFTERNOON SESSION.

The afternoon session was opened by an address on "The Distribution of Cars," by O. P. Gothlin, of the Public Utilities Commission, who said: "The statute provides that if it be in the power of the Commission it shall secure a distribution of cars among shippers and sections without discrimination except in the case of live stock and perishable commodities. The statute also provides that the immediate requirements of applicants shall be given consideration. The recent increase in the movement of freight was not foreseen. We cannot expect railroads to keep enough cars to meet the needs of shippers at all times. The last car shortage of 1907 was due not to a lack of cars, but to a scarcity of power and tracks.

Every car famine has been accompanied by a slow movement of loaded cars, which has done more to increase the car shortage than anything else. The Commission strives to secure an equitable distribution of the available cars among the applicants. If I were damaged because the railroad failed to supply cars within a reasonable time someone would reimburse me. Every shipper should keep a record of cars ordered and obtained. It would be well to have car order blanks in duplicate and ask the station agent to sign an acknowledgement of the receipt of the order. Many shippers fail to get cars because of the indefiniteness of their verbal orders. The railroads propose to do away with all grain door allowances."

Chas. E. Groce presented a resolution earnestly protesting against the rule of the official classification committee fixing the minimum for a carload of wheat at sixty, corn fifty-six, and oats forty thousand pounds and directing the transportation com'te to use every effort to secure a modification of the rule. (Adopted.)

A vote of thanks was tendered the Columbus grain dealers and millers for entertainment given.

Sec'y McCord read a communication from Buffalo announcing the reduction to a quarter-cent per bushel of the transfer charges at the Iron Elvtr.

C. W. Wagner, a farmer, of Arlington, requested the grain dealers to give more help and encouragement to the careful selection of seed and more productive methods. He asked them help along the corn shows and the corn-growing contests.

Professor Selby, of the Ohio Experiment Station, in telling of cob-rot, said: "It is a fungus which attacks the corn after it stops growing. Corn about Wooster is spotted, and in one field 20 per cent was afflicted. We had the same trouble last year."

L. M. Smith, Chicago, read an interesting paper on the moisture tester and its use. He announced that Chas.

Pierce's guess on the moisture content of the sample tested was within one-tenth of the moisture contained.

T. P. Riddle announced the state corn show at Lima, Jan. 7 to 11.

Adjourned *sine die*.

Various Causes of Scale Troubles.

The four scale experts employed by the Northwestern Coal Dealers Ass'n to travel thruout the territory, do very thoro work, either condemning a scale or placing it in perfect repair. From their reports on the condition of scales we take the following, which shud suggest to scale users many points on which they can help to keep scales in good order:

Extension lever is not level.

Beaming plates left end not set right.

Bearing plates one side are not set right.

With heavy load bearing timbers bind on levers.

Platform frame too light. One timber broken.

Pit will need thoro cleaning before frost comes.

This scale should be sent to the factory and rebuilt.

Platform pushed to one side causing check rods to bind.

Scale out of seal. Beam rod not level causing seal to break slow.

Seal binds on check rod. Far left corners of scale not level.

The scale was out of level. I leveled it, then it weighed correctly.

Extensions not level. Bearing plates set wrong. Scale out of seal.

Worked free after cleaning and renewing pivot in main shackle.

I had to take the hopper off and clean the grain and dirt out of bearings.

Sawed holes in each end of platform so agent can keep pit cleaned out.

Extension lever not level. Bearing plate worn. Bearing timbers rotten.

Saddle bearing out of place. Probably caused by fast driving over platform.

Bottom edges of foundation timbers somewhat decayed. No danger this year.

Platform binds on check rods with heavy load. Main levers put in wrong.

Efficiency was in right hand lever. Correct in weight after cleaning and adjusting.

Agent is a mechanic and can put on more footing. Would advise that it be done.

Platform was binding on the frame and found it necessary to adjust the bearings.

Bearings worn out. Right levers broken. Fixed them. This scale should be taken out.

This scale should have the foundation rebuilt in the spring and there should be a pit under that scale.

Steel yard rod one-fourth inch too long. Shortened the rod and the leverage to offset dullness.

No binding after cleaning and leveling counter lever, it being 1½ inches out of level, causing overweight.

No binding after repairing and cleaning. No use trying to test as back end of dump was perfectly rigid.

Left hand bearing stands out of level. Left lever not in seal. The end foundation will need rebuilding another season.

Oil had been put on the bearings. The pivot bearing was gummed with dirt and grain. I took them apart and cleaned them.

Leveled extension lever, which was 8½ inches out of level. Moved beam box until beam rod was plumb. These scales were condemned by the state. Said they could not be fixed. All they needed was to be put in shape to weigh.

Center shackles not hanging true. Did not bind but trued up bearings to bring them straight. There was possibility of it getting worse.

Four hundred fifty pounds weights weighed four hundred forty-six, but on top of load weighed correctly. Caused by being a little dull.

The adjusting nose on extension lever had slipped and one of the set-screws is about giving out, but the other one will hold and not come out.

The beam stand was not level. The beam rod was out of plumb. There had been oil put on the bearings. I cleaned the bearings and adjusted them.

The platform was binding in the frame. The segments were resting on the ground. Dug the dirt from under them. The pit should be deeper.

Find the bearings have been moved on this scale by someone. I adjusted the bearings leaving the scale perfect. This scale was all out of order. I adjusted the bearings.

When scale was laid it rested on the floor of the building. Cut holes to clean out and raised scale one inch. Last load tested weighed correctly and free. No binding after cleaning bearings and cutting away timber where it struck in weighing heavy loads.

These scales were perfectly rigid by hanging on check rods and rear end bound by platform and the front end joist resting on a board nailed to foundation post. The platform box that contains the levers were full of grain and dirt, the accumulation of years. It was impossible for levers to work.

Platform timbers resting on top end of corners, hanging beyond bolts. Extension levers binding in pivot loops and not in perfect line. Not in level.

These scales were so put in that when bin next to scales was loaded it would settle a joist down on scale cross timber. Sawed off timber and left scale weighing correctly.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the eight months prior to Sept. 1, 1912, amounted to 89,712,578 pounds; against 94,830,108 pounds in the corresponding period of last year.

Exports of rice during the eight months aggregated 3,660,354 pounds; against 28,779,104 pounds for the same period in the preceding year. Of foreign rice, rice flour, rice meal and broken rice, we re-exported during the eight months 25,730 pounds; against 16,271 pounds prior to Sept. 1, 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Rostoff Bourse Com'ite and the merchants of that city petitioned the Russian government Oct. 3, asking ministers to persuade Turkey to release 55 Greek and Bulgarian grain steamers, detained by the Turkish government while en route to French, German and Mediterranean ports.

Valueless Statistics of Seed Imports.

Imports of clover seed have a simple classification in the eyes of the American custom officials. Regardless of variety, species or quality, everything goes thru as red clover seed.

The different varieties of clover seed and alfalfa being imported free of duty, it is easily understood that the custom officers exercise little diligence in ascertaining the exact nature of the seed importation passing thru their hands. From the stand point of the trade, however, the situation is entirely different. There is a desire to know the exact importations of all varieties.

A prominent seaboard seed dealer writes C. A. King & Co., Toledo, O., as follows:

"It certainly seems there should be some means of getting at the quantities of red, crimson and alfalfa clovers, instead of reporting all under the head of red clover. We have considerable crimson clover coming in ourselves, which was bought at low prices during the recent low prices in September. Have this bought not only for prompt shipment, but for December, January, February; and know other firms have some purchases also. Suppose these will all come in and be reported under head of 'red clover.'

"We also know there are considerable quantities of alfalfa bought abroad, coming in now. Suppose these will all be reported under the present system under the head of 'clover seed.'"

NEW ELEVATOR AT NULLTOWN, Ind.

One of the model elevators of southeastern Indiana is the branch plant of the Uhl-Snyder Milling Co. of Connersville, Ind., at Nulltown station on the Big Four. A picture of the elevator is reproduced in the engraving.

The plant is equipped with a 20-h.p. gasoline engine, a 200-bu. B. S. Constant corn sheller, with B. S. C. drag, a 1,000-bu. Invincible Combination Cleaner, and a 1,000-bu. Avery Automatic Scale.

Three overhead and two deep bins are conveniently situated to hold all grain stored in the elevator, which has a capacity of 10,000 bushels.



Uhl-Snyder Milling Co.'s New Elevator at Nulltown, Ind.

Seeds

The Botna Valley Seed Co., Lewis, Ia., has been reorganized.

The Portland Seed Co., Portland, Ore., is building a warehouse and office.

N. J. Olsen Co., Moorehead, Minn., is building a drying house for seed corn at a cost of \$1,000.

Crenshaw Bros. & Saffold, Tampa, Fla., have recently completed the construction of a new seed house.

Giorgi Bros., Council Bluffs, Ia., are erecting a two-story brick seed house, costing approximately \$7,000.

During litigation, the Central Seed Co., Wichita, Kan., will continue in business under W. F. Puckett, as receiver.

The C. & N. W. has announced a new rate on seeds, effective Nov. 5, from Wirona, Minn., to New York, of 40c.

The Ingram Seed & Commission Co. has established a branch at Valdosta, Ga. D. Ingram will manage the seeds department.

A four-story white brick and reinforced concrete house is being constructed for the McLaughlin Gorman Seed Co., Minneapolis.

Beans are commencing to move in this locality; condition fairly good and yield from 20 to 25 bus. per acre.—Fred Snyder, Carson City, Mich.

Chicago received 196,900 bus. flaxseed in September, 1912, and shipped 17,700 bus.; against 54,600 bus. received and 16,000 bus. shipped in September, 1911.

W. H. Maule, Philadelphia, has purchased the site for a seed warehouse. The building will be fireproof, constructed of steel, reinforced concrete and brick. It will cost about \$100,000.

The grade of clover seed has not been changed at Toledo. The grade of prime has been lowered a little, in that the words "good color" were changed to "fair color."—J. F. Zahm & Co.

The Pensacola Seed & Nursery Co., Pensacola, Fla., has been incorporated with a capital stock of \$25,000. The officers are: W. V. Vincent, pres.; S. D. Berringer, sec'y and treas.

Peoria received 1,050,000 lbs. of seeds during September and shipped 570,000 lbs.; compared with 30,000 lbs. received and 60,000 lbs. shipped during September, 1911.—John R. Lofgren, sec'y Board of Trade.

The Covington-Harrison Seed Co., Petersburg, Va., has been incorporated with a capital stock of from \$1,500 to \$5,000. P. W. Covington is pres.; G. W. Harrison, vice pres.; Thos. Covington, jr., sec'y and treas.

Duluth received 228,783 bus. of flaxseed and shipped 258,287 bus. during September, 1912, compared with 282,402 bus. received and 119,672 bus. shipped during September, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

The new fireproof building of Kraus & Apfelbaum at Fort Wayne, Ind., of concrete and steel construction, will be ready for occupancy Jan. 1. It will be used exclusively for the seed and wool interests of the firm, which has grain elevators at various points in Indiana, with headquarters at Columbia City.

A special com'te of the Tri-State Producers and Shippers Ass'n, consisting of U. S. Dickinson, D. W. McMillen and Eli Short, was appointed at the last meeting of the Ass'n at Toledo, to confer with the Board of Directors of the Toledo Produce Exchange with regard to seed quotations in the daily newspapers.

The yield of broom corn per acre and the production compared with a full crop is reported by the U. S. Dep't of Agriculture, on Oct. 1, as follows: Illinois, 710; 76. Missouri, 320; 85. Nebraska, 650; 99. Kansas, 390; 85. Tennessee, 1,100; 88. Texas, 475; 87. Oklahoma, 420; 83. Colorado, 500; 98. New Mexico, 245; 85. the United States, 950; 82.9.

That buying poor seed at a cheap price is not always economy is proved by experiments made by the Dep't of Agriculture, reported in the Indiana Station Circular No. 31. An analysis of high-grade red clover seed, purchased by the government, showed that a bushel of the seed, that wud grow, wud cost \$10.15. The low-grade seed purchased had so many impurities that \$27.53 was spent in getting a bushel of good seed out of it. Similar examination of alfalfa seed showed a cost of \$13.12 for the high-grade seed and \$19.66 for the low grade. High-grade timothy cost \$2.62 per bushel and the low grade \$3.17.

The Montana Seed Growers' Ass'n was organized at Helena, Mont., Sept. 26. Officers were elected as follows: F. C. Sumner of Clyde Park, pres.; C. L. Wentworth, Lewiston, vice pres.; J. D. O'Donnell of Billings, Patrick Carney of Waterloo, J. Nash of Livingston, T. J. Kerlin of Anaconda and W. V. Talbott of Armstrong, directors. The officers were empowered to select a sec'y-treas. One of the objects of the Ass'n will be to find where good seeds of the different sorts are offered for sale within the state, in order to inform purchasers who write members. The Ass'n will also establish standards for the different grains. Score cards will be prepared and placed in the hands of members in order that they may better understand what standards govern in awarding prizes at expositions. Membership in the Ass'n costs \$3.

Considerable clover seed is grown in the vicinity of Woodburn, Ore., and the farmers have realized handsome returns on the crop. Yields of three to eight bushels per acre have been reported from fields from which a crop of hay had been cut earlier in the season. Many growers plan to increase their acreage during the coming season.

C. R. Root, William Horlacher and R. A. Gettelman are the owners of the new Colorado Seed & Nursery Co., which recently began business at Denver, Colo. The company will retail garden seeds and bulbs. Mr. Root was a director of the Denver Chamber of Commerce for 14 years, and it was largely thru his efforts that flax was introduced into Colorado.

Toledo received 3,491 bags of clover seed, 165 bags alsike and 2,521 bags of timothy during the week ending Oct. 19, against 830 bags clover seed, 300 bags alsike and 245 bags timothy seed during the corresponding week of 1911. Shipments at Toledo during the same week were 356 bags clover seed, 20 bags alsike and 390 bags of timothy seed, against 100 bags clover seed, none of alsike and none of timothy seed in the corresponding week of the previous year.

Wichita, Kan.—This section had a fair crop of alfalfa and English blue grass seed. On account of an early frost, a considerable amount of kafir corn was badly damaged, but as there was a large acreage, there will be large quantities offered. We look for some alfalfa seed to be carried over, but on account of grasshoppers and unfavorable conditions for this fall seeding, there will be a large spring seeding. Millet and cane seed will be good crops.—Marlow Seed Co.

New York, N. Y., Oct. 8.—R. Liefmann Sons, Succ., cable reports of serious crop damage to European red clover. Their estimate of this crop is one-fourth of average. In Russia, crop is very poor on account of bad weather, and will have to import. Germany has large consumption of red clover and is not compelled to export; therefore the market continues strong. In France there is a great rise in prices expected. Prices of red clover are expected to reach a high figure.—I. L. Radwaner.

Way Down in the Corn Field.



From left to right: W. H. Howe, co-operating director; T. W. Langan, chairman Seed Com'te; J. S. Collier, county advisor; Bert Ball, sec'y Crop Improvement Com'te of Council of Grain Exchanges, deciding on the Kankakee type of Reid's yellow dent corn.

October receipts of clover seed at Toledo are much larger than year ago. They may be the largest of the season. Some of the seed can be recleaned into prime. Most of it cannot, and that is why it sells at a large discount. Buy it on the December price, not the October. Still some shortage in October. Outside bulls are the chief longs. They are stubborn and may take delivery. Speculation is quiet and market sensitive. Large dealers differ greatly on how the crop of the world is turning out. Imports will be an important factor.—C. A. King & Co.

Poplar, Mont.—Frank Hughes, a farmer near here, threshed 1,448 bus. of flax from 45 acres. The seed was native or wild flax picked on the prairie and has been cultivated for five years. It is spring frost proof and will mature two or three weeks before other flax.—A. J. Hole.

THE WORK OF A COUNTY Farm Buro.

The work of the various County Farm Buros, financed by the Crop Improvement Com'lte of the Council of Grain Exchanges, the U. S. Dept of Agriculture and individual members of the county crop improvement associations, is well illustrated in the excellent progress in agricultural development made by the Kankakee Soil and Crop Improvement Ass'n of Kankakee County, Ill.

Under the direction of J. S. Collier, the scientific agriculturist in charge of the farm buro in that county, a variety of Reid's yellow dent corn, best adapted for cultivation in that section of the state, has been standardized. The soil has been carefully analyzed in the chemistry laboratory of the Kankakee high school, which has been turned over to the Ass'n for its investigations, and as a

result, the farmers are being advised in a practical manner how to increase the fertility of the soil on their respective farms.

Three hundred farmers in Kankakee County are paid members of the Ass'n and have agreed to follow out a certain line of procedure in planting and testing of seed, laid down by the crop expert, whose salary they help to pay. Free gifts are ever looked upon with suspicion. The crop expert of Kankakee, and in fact every county where the farm buros have been established, costs the farmer real money. As a result every farmer feels bound to get his money's worth. Every farmer in the county has the privilege of going to the crop expert for advice, but these outsiders do not obligate themselves to carry out the general plan on their farms. In addition, there are certain privileges non-members of the association do not receive.

In Kankakee County a majority of the members of the Ass'n will set aside five acres on their farms for the cultivation of the Kankakee variety of Reid's yellow dent corn. The ground will be prepared under the advice of Mr. Collier, and fertilizer added in the following quantities:

Forty tons of manure, five tons of rock phosphate at \$7.25 a ton, five tons of ground limestone at \$1.00 a ton. The manure is supposed to be available on every farm and consequently the cost of fertilization, including the price of seed corn, will be approximately \$45. The seed corn must be approved by Mr. Collier before planting.

A central seed house is under way, which will be equipped with modern machinery for cleaning the grain. No seed will be accepted from others than members of the Ass'n. Perfect drying, curing and grading of seeds will be assured, and in addition, germination tests will be made. All seeds sold by the Ass'n will be accompanied by an official certificate of inspection. It will soon be possible to purchase seeds from this Ass'n and others thruout the country similarly organized in carload quantities free from mixture and weed seeds.

Every member of the Kankakee Soil and Crop Improvement Ass'n is visited regularly by the crop expert. These visits by Mr. Collier are worth dollars and cents to the farmers. He accompanies them thru every department of the farm from chicken coop, dairy, stables, to the fields, where he suggests the best methods to follow in breeding, plowing, seeding, etc.

Every department of farm work is organized in the Ass'n among several com'tes. A few of these are live stock, poultry, dairy, good roads, soil, horticulture, seed, etc. In selecting the members of these com'tes, the crop expert uses common sense and a knowledge of the universal selfishness of mankind. No member is appointed to a com'te unless specially qualified on account of his actual interest in that particular branch of farm work. Experience has already proved the wisdom of such a course. Every com'te is an enthusiastic body, a willing and working part in the co-operative work of the Ass'n.

The result of the establishment of farm buros in counties thruout the country cannot be accurately determined. But one thing is sure. The country will be saved from exhaustion of the soil. Better grades of grain shud follow the planting of seed of uniform quality and variety. More important, there shud be greater productivity.



J. S. Collier, county advisor, and W. H. Lowe, co-operating director, storing the Kankakee type of Reid's yellow dent for next year's planting.

	Condition of Flaxseed.		(Yield Per Acre)			Production		Compared		with Al-falfa.	Full Crop.		
	1912.	1911.	1912.	1911.	1912.	(Clover)		(Millet)			1912.	(Canada Peas)	
						1912.	1911.	1912.	1911.			1912.	1911.
Maine	..	..	..	..	..	..	..	75	92	..	86	85
New Hampshire	..	..	..	..	..	..	..	95	..	..	..	..
Vermont	..	..	..	..	..	..	..	..	95	..	..	..
Massachusetts	..	..	..	..	..	..	..	75	85	..	85	..
Rhode Island	..	..	..	..	..	..	..	..	..	..	..	..
Connecticut	..	..	..	..	..	..	..	100	88	..	..	..
New York	..	..	2.1	1.8	..	90	71	90	75	..	82	79
New Jersey	..	..	1.5	2.5	..	90	70	100	75	100	..	..
Pennsylvania	..	..	1.8	1.8	4.5	81	48	80	76	92	..	..
Delaware	..	..	2.0	2.5	..	92	62	88	..	..	62	58
Maryland	..	..	2.1	2.0	..	90	70	81	80	..	72	60
Virginia	..	..	2.5	3.0	3.5	90	83	89	70	83	..	..
West Virginia	..	..	2.0	3.5	3.8	93	83	84	75	90	97	..
N. Carolina	..	..	2.5	2.5	4.0	85	72	80	70	..	70	76
S. Carolina	..	..	..	..	..	..	..	82	..	..	..	..
Georgia	..	..	1.2	..	..	71	75	..	73	..	..	..
Florida	..	..	..	..	..	..	..	..	..	..	..	..
Ohio	..	..	1.7	1.6	3.2	60	47	84	86	82	86	..
Indiana	..	..	1.7	1.5	2.3	72	54	87	72	83	90	75
Illinois	..	..	1.9	2.0	4.0	65	62	85	78	84	95	81
Michigan	..	..	1.5	1.5	2.6	73	58	90	70	82	70	55
Wisconsin	91	86	2.5	2.5	5.5	88	62	90	78	79	85	67	
Minnesota	86	73	2.8	1.5	3.5	82	60	83	85	82	82	..	
Iowa	63	65	2.3	1.6	3.0	76	55	87	71	86	85	90	
Missouri	69	40	2.2	1.4	3.0	69	45	73	66	80	75	75	
N. Dakota	80	70	3.0	1.5	3.0	96	..	85	72	99	..	..
S. Dakota	81	65	3.3	1.6	3.0	81	55	85	65	81	..	..
Nebraska	90	78	2.1	1.7	2.9	70	55	86	64	80	..	..
Kansas	70	33	2.0	2.1	2.8	64	54	76	46	73	81	..	
Kentucky	..	..	2.0	1.7	5.8	74	64	78	72	78	87	74
Tennessee	..	..	1.9	1.8	2.8	82	70	80	73	92	..	..
Alabama	..	..	2.0	..	..	80	..	79	78	105	83	..
Mississippi	..	..	2.0	2.0	..	90	100	91	85	89	85	..
Louisiana	..	..	..	..	2.0	..	..	78	..	40	..	105
Texas	..	..	..	..	5.7	..	..	70	60	85	83	65
Oklahoma	72	..	3.5	..	3.2	95	..	73	60	81	..	..
Arkansas	..	..	2.0	1.1	1.4	88	55	78	70	82	..	..
Montana	95	83	4.0	..	4.3	100	150	100	..	100	97	85	
Wyoming	..	..	..	..	4.2	95	..	95	66	93	106	..
Colorado	95	..	3.0	..	3.2	99	..	96	60	90	99	90	
N. Mexico	..	..	..	..	6.0	100	..	86	..	88	90	90
Arizona	..	..	..	..	5.6	..	..	100	..	90	..	..
Utah	..	..	..	..	7.0	..	..	..	..	83	100	..
Nevada	..	..	..	..	6.0	..	..	..	..	95	..	..
Idaho	..	..	5.6	5.6	5.0	100	..	..	..	90	94	95
Washington	..	..	5.0	4.8	4.5	98	93	..	..	100	85	85
Oregon	..	..	5.0	4.5	4.3	101	90	..	..	97	92	90
California	..	..	5.0	7.5	5.8	95	90	..	..	90	92	86
U. S.	83.8	69.6	2.1	1.8	4.0	77.4	56.4	80.2	64.4	84.6	..	..

ORGANIZE A TRI-STATE Ass'n.

Taking in northeastern Indiana and southeastern Michigan, the grain dealers of northwestern Ohio reorganized at a meeting held in Toledo, O., Oct. 11, and formed the Tri-State Grain Producers and Shippers Ass'n. The new organization will take the place of the Hay and Grain Producers and Shippers Ass'n of Northwestern Ohio, which became extinct after a meeting at Lima, Sept. 13.

Officers of the new association, elected at the convention at Toledo, were: S. L. Rice, Metamora, pres.; S. B. Douglass, Lima, vice-pres.; T. P. Riddle, Lima, sec'y, and D. R. Risser, Vaughnsville, treas. The attendance at the meeting was about 100.

MORNING SESSION.

The morning session of the convention commenced at 11:30 and continued one hour, when an adjournment was made for luncheon. The forenoon session brot out the fact that ear corn will be in condition to handle by Nov. 1. In the judgment of those present, shelled corn will not be ready for handling before December 15.

A. M. Courtwright of Cecil, O., stated: "If the corn in my locality matures after the frost, the crop will be much better than has been anticipated. I will not handle ear corn until Nov. 1."

Charles Ozias of Paulding advised holding off handling the crop on account of soft corn. He said: "The acreage is greater this year than last, the corn is in better condition and will give a larger yield. In my opinion it wud be unwise to handle ear corn until Nov. 1, but I think I will be able to ship shelled corn by Nov. 21 if the weather is favorable."

W. E. Gest, manager of the Defiance Milling Co., declared: "The corn crop in my locality is far superior to last year."

Others who gave similar opinions regarding the corn crop in Ohio were: M. R. Kinney, Rudolph; J. Nutter, Cecil; D. R. Risser, Vaughnsville; J. E. Wells, Sidney; W. H. Lambert, Delta; P. C. Short, West Unity, and others.

The demand for ear corn will be small in the opinion of J. A. A. Geidel of Pittsburgh, Pa. On the other hand, the demand for old ear corn is heavy. Mr. Geidel advised waiting until Nov. 1 before handling new ear corn and then to use care in sorting. He recommended stock cars for shipping in order to avoid hot corn.

H. M. Straus of Cleveland said his market wud be unable to use more than fifteen cars of new corn before Dec. 1. The starting price will be from 49 to 50c per bu.

AFTERNOON SESSION.

E. H. Culver, chief grain inspector at Toledo, advocated the use of the moisture tester by country elevator operators. By using the moisture tester the dealer will buy corn under the same conditions at which he sells. Where the moisture tester has been installed the farmers are well satisfied.

BUYING GRAIN ON GRADE was the subject of a short address by T. P. Riddle. "The co-operative elevators in the state have shown business sense in exhibiting samples of the different grades of grain, which they stand ready to buy from the farmers at the prices indicated for the individual grades," he said. "The matter of buying on grade is as simple as A, B, C. Such a course ob-

viates all wrangling with customers." (Here Mr. Riddle exhibited five samples of oats furnished by the chief grain inspector at Toledo, in a long galvanized iron box, with five compartments.) "A box similar to this can be made for \$2 or one can be made out of wood at practically no expense at all. Get certified samples of different grades thru the commission house with which you do business. Then, buy grain for what it is worth. Shut your eyes to what the other fellow is doing. The farmers will appreciate the justice and business honesty of your position."

KEEPING THE DIFFERENT GRADES separate in individual bins was brot up for general discussion. C. W. Palmer, Jewell, said he mixed the several grades together unless some of the grain was too poor. It had been his experience that the better grades increased the grade of the lower.

J. Nutter of Cecil advocated individual bins and said he kept the grades separate in his elevator.

John A. Wright, Liberty Center, said it paid him well to keep the grades separate as he was able to get a premium on the price of the better grades. He always kept the grades separate unless swamped for bin room.

CORN SHOW: Mr. Riddle mentioned the corn show to be held at Lima Jan. 7 to 10, 1913. He urged delegates to the convention to contribute financially to the support of the show. He also urged the county locals to bring their best specimens of corn to the show. Further, he recommended that every dealer offer prizes for the best ears of corn grown in his locality.

THE WORK OF THE SCALE INSPECTOR, employed by the Ass'n, was discussed, Mr. Riddle reading a number of letters from dealers, that testified to the efficiency of the inspection. Mr. Riddle declared that 95 per cent of the scales inspected were found more or less out of order.

S. A. Holder, chief grain inspector at Indianapolis, was called upon to speak regarding the uniformity of grades in the different markets. The grades are uniform as a rule, he said, and expressed surprise that any dealer shud not so consider them.

THE FALL MEETING of the Ohio State Grain Dealers Ass'n will be held at Columbus Oct. 25, was the announcement of J. W. McCord, sec'y of the Ass'n. He explained to the convention the different purposes of the national, state, sectional and local organizations and urged membership in the state and national organizations.

REORGANIZATION: At this point the convention took up the matter of reorganization, which it completed shortly without opposition. On motion of A. M. Courtwright, the retiring officers, W. T. Dolby, pres., and Jerome Elliott, vice-pres., were given a vote of thanks for their excellent services to the Ass'n.

THE CAR SHORTAGE was the next topic considered. When asked to express themselves by vote, the convention voted that the shortage had reached alarming proportions and appeared to be the most serious in several years. "Altho the car shortage is serious, we must also take into consideration that the railroads are doing their best to keep cars moving. Never have such efforts been made before to my knowledge," said Mr. Riddle. "The embargo limit has been raised at New York and other cities and I have

no doubt that such measures have given us 30 per cent more cars. The thing we must consider, however, is how the shortage will affect prices of grain."

BLACK LIST: "Do various official markets maintain a black list?" was the next question outlined by the program. No one appeared ready to discuss the subject, altho the general opinion was that such lists were maintained. "Pittsburgh doesn't, but I wish it did," volunteered J. A. A. Geidel.

The reporting to the secretary of receivers, who short weight, misrepresent grades, renig on contracts and assist scoop shovelers, was the motion of A. M. Courtwright, and passed unanimously.

IN THE QUESTION BOX, which was opened at this time, information was asked regarding natural shrinkage. J. W. McCord discussed it briefly, asserting that the different roads took no uniform stand on the subject in the payment of claims.

Leaking in transit followed and it was charged by Mr. McCord that certain roads did not maintain a complete record of their cars from shipping point to destination. He said it was possible for a car to be repaired enroute by an employe and the company not know anything about it.

"TOLEDO QUOTATIONS on prime seed" was the innocent appearing question which shortly precipitated a heated discussion between Mr. Riddle and Col. E. L. Southworth.

"Get samples of all grades," advised Col. Southworth, "and don't attempt to buy prime seed when there is none in the community."

"But the farmers read the Toledo papers," replied Mr. Riddle, "and see prime quotations. They all believe their seed shud grade prime. When the country elevator man offers to buy their seed considerably below the price paid at Toledo for prime, they become angry and suspicious of the dealer's honesty. They either take their seed to a competitor or ship it themselves to Toledo."

"I don't object to hearing Mr. Riddle talk on some subjects," said Col. Southworth, "but he doesn't know anything about seeds and never did."

Mr. Riddle: "Why doesn't the Exchange publish the number of bags of prime received each day, locally? If the local receipts of prime seed were printed



Pres. S. L. Rice, Metamora, O.

each day, the farmers wud soon realize that the amount of prime approximated only one per cent of the total local seed receipts at Toledo, and they wud again have faith in the elevator man's judgment of grade."

Mr. Riddle: "The market report in the papers necessarily works a hardship on the elevator man hard to overcome. After reading the papers, the farmer thinks he isn't getting full value."

U. S. Dickinson: "I wud like to see the number of bags of prime received at Toledo reported in the market."

T. P. Riddle: "I want the newspapers to publish the cash price on prime alsike and clover seed and the number of bags received exclusive of the imports, the price and number of bags received on No. 2 and No. 3 alsike and clover seed. I have written the newspapers requesting this service and I have letters in reply stating that they will publish anything given them by the Produce Exchange."

"There's another thing," said Mr. Riddle. "The newspapers print the cash price of grain held in elevators and subordinate the call price. The cash price is always higher than the call price and of course the farmer thinks that is the price he will get for his grain less freight and a commission. This information is in the Daily Market Report published by the Exchange and these figures are all available to the newspaper men. The farmer doesn't know that the cash price is a private transaction over the sales of grain already in Toledo and in elevator. He doesn't know what the call price is. The markets must be brot to him simplified and understandable."

On motion of U. S. Dickinson, a committee composed of Mr. Dickinson, J. W. McMillan, Eli Short and the secretary were appointed to confer with the directors of the Produce Exchange relative to changing the form of the newspaper market reports.

SCOOPERS: As a means for getting rid of the scoop shoveler, Mr. Riddle advocated the licensing of every grain dealer doing business in the state; either this or the filing of a \$5,000 bond. He said the scoopers wud be unable to meet the legal requirements to do business. On his motion a legislative committee was appointed to draft a bill embodying the features advocated by Mr. Riddle, and report at the next meeting.

Benj. F. Gayman, Columbus, O., chief inspector of the State Dairy and Food Department, addressed the meeting, complimenting the organization on its efficient scale inspection and offering to do anything in his power to advance the work of the Ass'n.

Adjourned.

CONVENTION NOTES.

Michigan sent U. S. Dickinson, Adrian.

The new officers set up the cigars all round.

Chas. O. Peters represented the Miller's National Ins. Co.

We noted seven pairs of new shoes sportively worn by shippers.

The customary banquet did not occur. There's food for that in that.

Rhinehart Smith of Sidney was the only machinery salesman in attendance.

Lest the dealers forget Pittsburg, J. A. A. Geidel gave them all Pittsburg stogies.

C. A. King & Co. furnished everybody with a copy of the day's Special Market Report.

John Nutter of Cecil was the nerviest man present, wearing a straw hat without flinching.

From Indiana were A. F. Files of W. H. Small & Co., Evansville, and Chief Inspector S. A. Holder of Indianapolis.

D. R. Risser of Vaughnsville, treasurer of the Ass'n, lost his cravat in the shuffle. The boys mailed it to his wife with a shipping tag, labelled, "from Lizzie."

Among the Ohio shippers in attendance were W. T. Dolby, Delphos, O.; J. W. McCord, sec'y of the Ohio Grain Dealers Ass'n, Columbus; R. C. Deffenbaugh, Columbus Grove; Joseph Hermiller, Ottawa; P. W. Davis, Gilboa; J. E. Dawson, Ottawa Lake; F. J. Rinehart, Uniopolis; J. L. Cruikshank, Fostoria; Jos. Ringlein, Leipsic; J. C. Custerborer, Lima; H. M. Strauss, Cleveland; F. W. Blazy, Cleveland; C. C. Martin and S. B. Martin, Luckey; Frank T. Donley, Defiance; F. W. Toan, Haskins; G. G. Rockwell, North Baltimore; John A. Wright, Liberty Center; F. Krohn, Grelton; L. A. Trepanier, Dunbridge; L. R. Good, Bloomdale; W. E. Gest, Defiance; Earl C. Bear, Hicksville; A. McDougal, Millbury; J. J. Thieroff, of Sherwood; Fred Kalmbach, Sherwood; J. D. Spangler, Defiance; C. S. Young, Bowling Green; C. H. Kortier, Bidner; J. L. Rowse, Rising Sun; Jerome Elliott, Columbus Grove; F. E. Watkins, Cleveland; L. F. Hammon, Florida; J. E. Wells, Sidney; D. R. Risser, Vaughnsville, W. G. Poast, Columbus Grove; Charles Gramhausen, New Bremen; S. A. Pool, Haveland; Charles Ozias, Paulding; A. M. Courtwright, Cecil; Lawrence Vocke, Napoleon; W. H. Lambert, Delta; John Monroe, Archbold; E. E. McConnell, Lima; J. Nutter, Cecil; J. B. Lathrop, Berkey; J. B. Elliott, Defiance; M. R. Kinney, Rudolph; G. R. Forrester, Swanton; E. Levy, Napoleon; H. G. Dehring, Curtice; Eli Short, Elmira; J. R. Clendernes, Lyons; S. L. Rice, Metamora; P. C. Short, West Unity; Aungst Bros., Fayette; E. E. Kelly, Waldron; C. W. Franklin, Leipsic.

Mereness & Potter Co., Milwaukee, Wis., is sending out a clever advertising novelty to its customers in the form of a moving-picture postal card. Pictures of Taft, Wilson and Roosevelt are seen in turn by working the card.

A fine of \$18,000, which was later reduced to \$5,000 by Judge Sanborn in district court, was imposed on the Kansas City Fruit and Produce Exchange for being a "food trust." The court also ordered the Exchange's charter forfeited and granted an injunction restraining the organization from meeting and fixing prices. The Exchange filed a motion for a new trial.

Wheat and flour imported into the United Kingdom for the year 1911-12 totaled 27,000,000 quarters (a quarter is 8 bus.) for the 52 weeks (Sept. 1, 1911, to Aug. 24, 1912). In the year 1908-9, wheat and flour was imported to the extent of 27,025,111 quarters. In view of this year's poor wheat crop in the United Kingdom, says Deputy Consul General Carl R. Loop, the imports of the cereal will be largely increased during the coming year. A prominent authority estimates that the import requirements will be 3,000,000 quarters over last year. The wheat consuming countries, which have to draw on other countries for part of their supply, will make the total additional requirements for the season 11,500,000 quarters higher than last year.

NEW INDIANA ELEVATOR.

Myers Bros., who have been in the business at Mace, Ind., one of the best grain sections of Montgomery County for a number of years, found their business increasing until they were unable to handle it thru their old house, and decided to put up a small and convenient plant which could be operated by one man.

The building is shown in the engraving, and the arrangement of the interior is shown in the plans reproduced, of side and end elevation and bins. The foundation is solid concrete and the walls are cribbed. The basement floor is of cement and the boots are in steel tanks. The old 20-h. p. gasoline engine retained in use will soon be replaced by an electric motor, further reducing the fire hazard. The building is iron clad, with asbestos roof.

All bins are hopper bottomed, the four corner bins, 10 ft. square and 32 ft. deep, the cupola making the height to eaves 60 ft. Including driveway the building is 32x41 ft., while the cupola is 16x20 by 26 ft. high. The bin space over driveway is 30x11 and 14 ft. high. Doors open into bins 2 ft. above work floor.

The two wagon dumps have automatic controllers, Constant Chain Feeds from each conveying to elevator boot, the drag from corn dump being extended to the No. 2½ Western Sheller. The two legs, having 15x7 buckets, elevate to cupola into the No. 23 U. S. Cleaner or to bins, the cleaner spouting to any bin, the dust going thru a trunk and tailings thru spout to cob and dust house over driveway. Both cob and dust houses are provided with a chute leading to wagon outside of driveway. Wagon on drive can be loaded by spout from a small bin in middle of house. The car loading spout extends from upper floor of cupola thru the crib wall and ends in a flexible spout which by gravity fills car to the ends. On the main floor are a grinding mill and a 1,500-lb. Richardson Automatic Scale.

The Constant Manlift running to first floor of cupola should have been extended to upper deck, enabling the man in charge to oil all bearings without stair climbing.

Myers Bros. are in close touch with the farming community, operating two first-class threshing rigs, as well as a clover huller. The plant is situated on the Pe-



Myers Bros.' New Elevator, Mace, Ind.

oria division of the Big Four, 6 miles east of Crawfordville. It was designed and erected by L. J. McMillin.

Pres. Howard Elliott of the Northern Pacific has offered a trophy cup for the best collection of twelve ears of corn shown at the Northwestern Products Exposition at Minneapolis Nov. 12 to 23.

John B. Lamson has been appointed agriculturist for the Chicago, Burlington & Quincy Railroad Co. The office was recently created by the road. Mr. Lamson is a graduate of the Iowa State College of Agriculture, Ames, Ia.

CROP IMPROVEMENT.

To get better seed corn, Sup't of Schools Cary of the state of Wisconsin is enlisting the support of teachers in the rural schools.

A congress of the Better Farming Ass'n workers of North Dakota was held at Bismarck, N. D., Oct. 10, during the second annual North Dakota Industrial Exposition.

Five more counties in New York have raised the necessary funds and employed scientific agriculturists to establish farm buros.

A meeting of representatives of the Crop Improvement Com'te of the Council of Grain Exchanges, Commercial clubs, Dep't of Agriculture and the Agricultural College will be held at Enid, Okla., Nov. 10, at which time an effort will be made to promote the work of crop improvement in the state under a state leader.

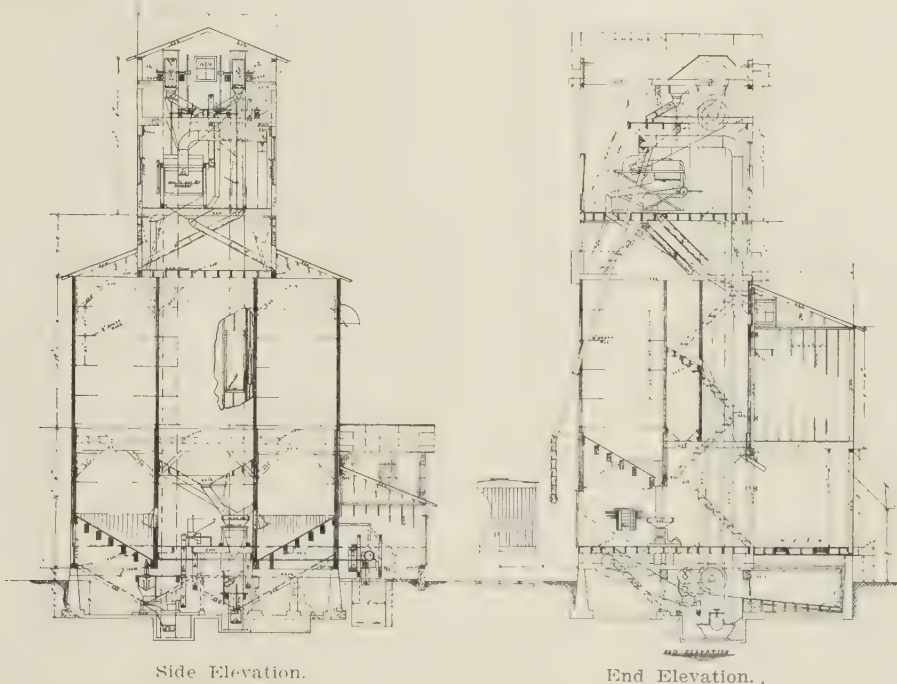
Livingston County, Ill., has taken steps toward the establishment of a farm buro under the direction of a scientific agriculturist. An organization meeting will be held at Pontiac, Ill., Nov. 27. The best agriculturist obtainable will be secured. George Brunskill, as chairman of the Seed Selection Com'te is interesting the 2,000 stockholders of farmers' elevator companies in a seed comparison day. A meeting will be held and uniform varieties of seed will be determined upon.

A new plan of affiliation in the work of crop improvement will be launched in Missouri shortly, following a meeting of railroad officials, representatives of the Agricultural College, the U. S. Dep't of Agriculture and business and farmers' organizations of five counties. The proposed plan contemplates the amalgamation of five counties into one organization under the leadership of S. M. Jordan, the expert in charge of the Pettis County Farm Buro. Each county in the organization will have a crop expert, who will work under the direction of Mr. Jordan.

A "grain comparison day" is being advocated by the Crop Improvement Com'te of the Council of Grain Exchanges. The Com'te has induced a number of Chicago receivers to write letters to their country correspondents, outlining the plan and urging the dealers to promote the project. The dealer is asked to call a meeting of the farmers for the purpose of comparing their seed corn and determining upon the best variety to grow in that locality. Arrangements will be made to send a representative of the Crop Improvement Com'te to attend the meetings.

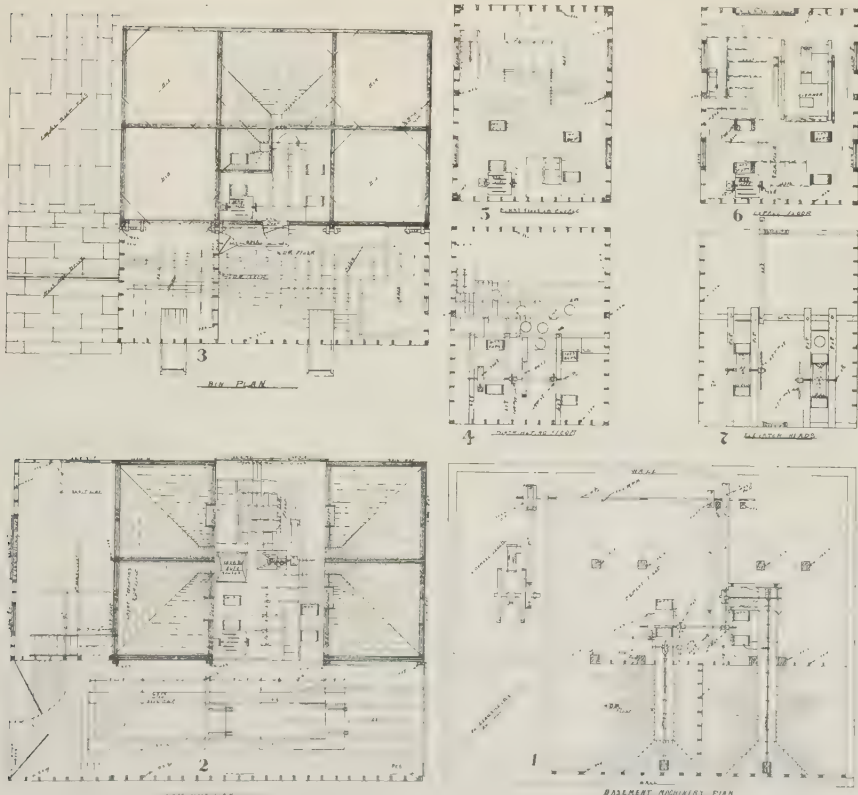
The plan of the Sioux City, Ia., Commercial Club to introduce farm buros in the several counties of Iowa thru the levying of a special tax by the supervisors in the several counties of the state for that purpose, is frowned upon by Bert Ball, sec'y of the Crop Improvement Com'te of the Council of Grain Exchanges. The plan is altogether paternalistic in the opinion of Mr. Ball, and he has informed the Sioux City Commercial Club that not a dollar of the money in the hands of the Crop Improvement Com'te will be spent on an Iowa county under the proposed plan, unless the farmers and business men as individuals contribute \$1,000.

The better to show the extent of its work, the Crop Improvement Com'te of the Council of Grain Exchanges exhibited a map of the United States, 11x19 feet, at the south end of the sample market in the Board of Trade building the past week. The map shows those counties that have established farm buros under the direction of crop experts and also the counties that have taken preliminary steps. So far 300 counties in the middle west have signified their intention of putting an agricultural expert in charge of the crop improvement work in their territory. Of these, 50 have already men on the job, and it is expected that 50 more will have the work under way in a systematic manner before Jan. 1.



Side Elevation.

End Elevation.



(1) Basement Machinery Plan. (2) First Floor Plan. (3) Bin Plan. (4) Distributing Floor. (5) Cupola First Floor. (6) Cupola Second Floor. (7) Elevator Head Plan. [See facing page for description of new Indiana Elevator.]

MIAMI VALLEY GRAIN Dealers at Dayton.

Members of the Miami Valley Grain Dealers Ass'n assembled at the Phillip's House, Dayton, O., on Friday, Oct. 18th, and held a very enjoyable and profitable meeting. Thirty shippers were in attendance. The purpose of the meeting was to discuss the condition of the new corn crop and how to handle the crop to the best advantage of the trade.

Pres. J. E. Wells called the meeting to order at 1:30 o'clock, and asked for reports of the condition of the corn crop. The acreage of corn is considerably larger than normal in all localities, and the prospect for large yield of good quality was never better. The replanting of much of the corn makes the growth somewhat uneven, and the later planting will be soft in some localities, but the fine weather during the fall has been just what the corn needs, and about three more weeks will make it ready to move. Farmers are shucking corn throughout the territory, and a few cars have been shipped to Cincinnati. It was the opinion of those present that corn was not fit to crib and the movement should be held off until the second week of November.

Pres. Wells urged the buying of corn for what it is worth. The farmer should be encouraged to sort his corn. If the farmer does not sort his corn it should be sorted at the elevator. That is the only way a grain dealer can market a good quality of grain, and handle the crop without a lot of trouble and worry. Also, it is the only fair proposition to the farmer who endeavors to market good grain.

Farmers throughout the territory have large stores of oats, and it was the opinion of those present that the movement of oats will fall off materially when new corn is ready to market. Farmers will hesitate to sell their oats at 30 cts. after having put them into their bins. Many farmers are building new corn cribs to store at least a part of their corn crop.

Sec'y Custenborder read a letter from Sec'y T. P. Riddle of the Tri-State Grain Producers and Dealers Ass'n inviting all shippers to attend its meeting to be held at Lima on Nov. 8th. It is expected to be the largest ever held by the Ass'n.

Geo. W. Hoke, of Brookville, announced the presence of a scooper at his station at this early date, and welcomed the advice of shippers more experienced in handling such competitors.

Sec'y Custenborder advanced the proposition of a Credit Buro for the purpose of furnishing members of the association information regarding the business integrity and financial responsibility of "one-year" farm tenants. He said that every elevator operator at some time or other has been "stung" by this class of shiftless farmer. This "one-year" farmer will borrow money from the grain dealer to tide him over until the new crop is ready for the market, or he will borrow seed oats on guarantee of settlement when the new crop is harvested. Frequently this irresponsible farmer will move into another neighborhood without settling his obligations, and there he will attempt the same charity game on another grain dealer. The idea of the Credit Buro is that every grain dealer make a list of such unworthy and unreliable farmers in his territory, and send this list to the Secretary of the association, who shall keep these names on file. It shall then be the opportunity of all members of the association to obtain

information regarding the reputation of these "transient" farmers who move in from adjacent territory. After the matter had been discussed favorably by many dealers present, Sec'y Custenborder moved that the Credit Buro be given a trial. Motion carried.

O. W. Cook, of Maplewood, read a paper on "Buying Grain by Grade," as follows:

Buying Grain by Grade.

So long as we are receiving merchantable grain everybody seems to think the grain business a sinecure; but just as soon as meteorological conditions act in a manner which we think does our crops injustice in growth and maturing, we are actually confronted with a terrible problem. The antecedent of "we" in this case is everybody, from the farmer up, who has anything whatever to do with the handling of unmerchantable grain.

I believe it is one of the most serious problems we have to attempt to solve, because there are so many gaps through which off-grade grain meanders to places whereby losses are generated, and when we are confronted with a bad crop we are up against distressing circumstances. Off-grade grain seldom betters good grain with which it is placed, it makes a poor speculative investment, it is something the other fellow does not want, and it is practically a bad egg on our hands from beginning to end regardless of applied discounts. All such remarks as these just spoken, however, are chestnuts, the shells of which are long since dead and rotten.

Now, if we could just intelligently turn to our pharmacopoeia and get the right panacea for this commercial ailment, we would be considered doing the subject justice. When the committee assigned me this subject, I was tempted to treat the matter as a joke, because it has been under discussion practically as many times as we have had meetings.

Theoretically we all would advise strongly a strict grade of the grain received at our respective places, because we all know that grain ought to be bought on its merits, just the same as we purchase most every class of merchandise.

I see that I have arrived at the point where it is necessary for me to state my own position with reference to this grading question. For the present moment we will say that we are purchasing wheat by weight-test, and oats and corn by sight-test.

Did you ever note that at many of the meetings we have held in this domain how easily it has been for us to drift into the theoretical or abstract? While no achievement can come about unless there are preliminary ideals purely in the abstract, yet there should come a time in the course of development of said achievement wherein the theory must be eliminated entirely, and unless the resultant evolves into good practical propositions, we had better examine our stock of theories pretty carefully before their presentation. We have had too much theory already, and our purpose should be to try to cut practical pieces and fit them to what has already been suggested. It seems evident that we have not done as much as we should have done in consummating a system of inspection on grain received from the farmer, but we feel that we are getting a little nearer to what is just and right for the grain dealer, in trying to devise and execute rational plans to surmount the many difficulties with which we are confronted.

At present, owing to so many adverse conditions, it is practically impossible to execute a universal system of grading grain. In a measure, most of us are short in business ability. We are not educated along lines of strict business methods. We are more than amply supplied, however, with selfishness. Owing to our weakness in living up to ideals and standards of business, our confidence in our competitors is such that we do not play our part in carrying out our portion of what should be fair relations between ourselves and our competitors. In other words we are slow in establishing precedents as business guides. We know that this has been the condition of affairs for years. Let us hope that we are progressing somewhat, for I feel that there are portions of our territory that are breaking away from old precedents, and setting up new ones. The practice of trade-rules of our neighbor associations will verify this last statement. As we become better educated our older methods will eventually evolve into more up-to-date ones. This is the path over which we must pass to bring about business-like methods of grading grain.

The oats crop through our section this year has not been the best on account of the amount of rain through the harvesting period. We have received some damp and bleached oats. We know what should have been done with the bad oats received, but I wonder how many of us bought them at the proper discount. Some oats were rejected at our station on account of dampness, but bleached oats were bought at No. 3 price prevailing. There were days, however, when we were paying less than surrounding points owing to bleached condition and dampness.

I think that at harvest time if the crop is bleached and otherwise damaged, it is good judgment not to put on the board a No. 3 price. It is always easier to pay a premium than to exact a discount. We worked this plan successfully this year when receipts were in heavy off-grade oats. I suggest that in a year when we have damaged oats to handle, it is a good practice, when being asked by the farmer your prices on oats, to state in your answer that the quality will have much to do with the price quoted. It is easy to say: "Oats as they are coming from the machine now are worth so-and-so. They are more or less bleached, and according to discounts in terminal markets, the price would be reduced on a scale."

If you have the farmer's confidence (I say "you." The Lord only knows whether we have or not), he will see that you are not applying the discount in order to fleece him. If you can convince the farmer that the discount is just, you have made a good stride in the grading question; therefore, use only facts in discussing discounts with your patrons. If you have to lie at all, tell a "white one." Would you permit me to advance the precept that not to lie at all would be a wonderful help in our business? Try it.

Testing Wheat: This association instituted some years ago a method of testing wheat which was efficacious in our immediate territory, at least, and from the fact that we are still purchasing wheat by the same method, further shows it to be a practical one. When a load of wheat comes to our elevator a bag inspection is made on the wagon before weighing to get a preliminary knowledge of about what the wheat will grade. If it is bad, it is a fact with which the farmer has been familiar longer than yourself, and it is not business courtesy on your part to speak in ill terms, or to be otherwise than optimistic. Suppose that the wheat will test around 56 lbs. We would treat the case something like the following:

"Well, My Farmer Friend, we will see what test we can get from your wheat. You see when we ship this wheat it has to undergo a similar inspection, and an inspection under 53 or 60 lbs. in the markets determines the discount we shall receive."

And as you make the test if you are clever at entertaining, whistle something or recite a poem. Let me remark that if you can bring tears to his eyes by virtue of your entertainment your grading will end propitiously; otherwise he may divert to a discussing of discounts that may sound irreverent. The point is; be fair, treat him gentlemanly. After having made test from several bags, strike an average and candidly state to him that his wheat tests 56 lbs. He knows what No. 2 wheat is, and will be willing to accept the discount if you have the backbone to demand it.

However, if there should be any smut, dampness or weevil in his wheat, it is an easy matter to refer him to your daily market letters whereon there is generally tabulated discounts. Is not this a fair method? This surely gives us an inspection method through and by which we can buy the farmer's wheat nearer the right price. This "right price" means all to the farmer the wheat is worth, leaving us a living margin.

I think it unnecessary for me to speak of the method used in computing the price per bushel, other than to say that the above wheat free from smut, weevil, dampness, etc., would be bought for at least 56/60 of the prevailing price at time of delivery. Some dealers use in a similar case 56/53 of the prevailing price, which makes a more liberal purchasing basis.

Corn: Now, that I have dwelt on that part of my subject relative to oats and wheat, I am left with corn, the inspection and grading of which I am incompetent to discuss. The pure-food project was not such a bad one after all. Every farmer was familiar with the intent of the Government, and I believe if it were only a scare, as some think, it will have its effect, for I can not conceive that a conservative dealer will take any chances if the original intent of the Government is carried out.

Last year my competitor and I talked over the situation in a grave and sedate manner early before the corn was ready to ship, thinking that we had solved the

mystery, and wondered somewhat why our plans had not been taken up sooner by some other competitor less wise than ourselves, and much the same as we frequently do, counted the chickens before the old hen layed the eggs. We deviated very little, if any, from our original plans, and then had troubles enough through the season. Quite a bit of corn in our section will be damaged this fall on account of the late planting and the replanting. There will be lots of good corn harvested by the more careful farmers, those fellows who take an interest in growing and delivering good grain, but the farmer who indiscriminately gathers this corn crop is the fellow to watch, when he delivers.

Our plan last year, spoken of above, was not to have any definite early bid to make to the farmer unless we could first see the corn, and that every load be watched carefully when being thrown in the dump. All bad ears were taken out and sent back. We would be free to tell our farmer friends on their inquiring about the price of corn that the quality of it would dictate the price, and that good corn would be worth so much per hundred pounds. While we will admit that the promoters of this plan had certain other restrictions, etc., which were somewhat severe, we are pleased to state that no lives were lost in any of the transactions, and many that survived the ordeal of last fall will be convalesced sufficiently to play their part again this season. We must not blame the farmer, however, because if we are prone to make any agricultural donations, he is the logical receiver, and will do just as we all do—get all we can when we sell.

Moisture Testers: If it were possible for us to make moisture tests in corn we would be assisted wonderfully in its inspection. Mechanical contrivances, no matter how dilapidated, are looked upon by the farming fraternity as better guides to fact than any dealer's judgment, and we think it not impracticable that every country station be equipped with a moisture testing apparatus. I sincerely believe that if bad corn continues to come forth, the installment will be absolutely necessary, then you see how easy it would be to have tabulated on the board the same discounts for moisture as we get in the markets. What farmer would object to this method and do it conscientiously? None but the chronic growler. It would surely encourage the farmer who raises good corn. This is a good method. Many elevators are using the moisture test on corn very successfully, and we will never buy off-grade corn in the right manner until some method similar to the above mentioned is installed and used whenever there is the least doubt as to the grade of corn.

"Now I lay me down to sleep,"

Easily heard by his wife.

"I pray the Lord my corn to keep,

If ever I've prayed in my life."

"The corn was damp and smelled out loud,
I paid too much, I know;
But lots of business makes me proud
So, Father, I'll let her go."

"If I should die before I wake,
Lord, toot the market horn;
For Sally'll have the living to make,
On the profit of that rotten corn."

The meeting was then adjourned to the dining room where an elaborate dinner was served at the expense of the superfluous cash in the treasury. All dealers departed for home at an early hour, confident that this year's corn crop can be handled at a living profit.

Those present were: Russell Allen, Troy; John Adlard, Lockington; Fred Brown, St. Paris; F. D. Brubaker, Rex; O. W. Cook, Maplewood; I. H. Coppock, West Milton; E. T. Custenborder, Sidney; J. C. Custenborder, Lima; C. N. Falkner, Kesler; Frank Felger, DeGraff; O. W. Furrow, Piqua; E. A. Grubbs, Greenville; Geo. W. Hoke, Brookville; W. B. Jackson, Sidney; Jos. B. Lehman, Kirkwood; W. G. Lewis, St. Paris; John Meyers, Pleasant Hill; Andrew Mohr, DeGraff; W. A. Niswonger, Quincy; O. T. Roszell, Troy; L. G. Shanley, Pemberton; Elmer Sheets, Botkins; Jas. L. Shepard, Christiansburg; J. W. Simmons, Pemberton; W. H. Persinger, Sidney; Fred Russell, Sidney; H. I. Staley, Dawson; Geo. Stephenson, Rosewood; J. E. Wells, Quincy; J. Ginn, Houston.

Stocks of grain at all Roumanian ports are large. Grain prices show very little variation and sellers are holding to their stocks. Business is upset by the declaration of war, and there is practically nothing moving on the market. Tonnage is scarce at all ports, but there is little demand for it.

A mixture of corn meal and plaster of paris will kill rats by the formation of a plaster stomach, advises a writer to Surgeon General Rupert Blue of the Public Health and Maine Hospital Service, who recently sent out a general invitation asking for information on the depredations of rats.

WELL EQUIPPED ELEVATOR and Feed Mill.

Favorably located at Longview, Tex., on four railroads, all of which have tracks into the plant, the Longview Mill & Elevator Co. is enjoying a large trade in grain and hay and is shipping considerable quantities of ground feed, making a specialty of mixed cars.

The plant as shown in the engraving comprises an elevator and a warehouse, the bins having a capacity of 80,000 bus. and the warehouse 100,000 bus. A power shovel unloads a car every 30 minutes and 4 elevators handle the grain. One of the three automatic scales is used for weighing bulk grain, one for weighing out meal and one is movable for use under any bin.

The machinery was supplied by the Nordyke & Marmon Co., and includes a cleaner of 1,000 bus. per hour capacity, two magnetic separators, a chop mill grinding 2,000 bags of chops per day, a meal mill grinding 1,500 bags per day, a large meal reel and a Cyclone Dust Collector. Power is supplied by two crude oil burning Muncie Engines of 20-h.p. each.

A substitute for jute, made from paper yarn and cotton waste by a German firm, is proving to have merit as a fabric for the manufacture of bags. The nature of the material prevents any dust escaping from the bag. A factory will be built in Austria for the manufacture of the product, which is called "textilose." The German firm and the American Jute Cartel jointly will finance the undertaking.

The wheat crop of Portugal is poor this year and the production will fall short of the last two years, says Vice Consul General Kenneth Stuart Patton, Lisbon. Imports will be necessitated to meet the needs of the home market, which for the past two years has practically relied upon the home crop. A leading grain importer estimates the imports for the next year at 100,000,000 kilos.



New Elevator of Longview Mill & Elevator Co., at Longview, Tex.

Grain Carriers

The Norfolk & Western will buy 5,000 freight cars.

The Erie is reported to have ordered 100 box cars.

The C. & N. W. Ry. has placed an order for 6,000 new cars.

The Pennsylvania is said to be in the market for 5,000 box cars.

The C. & N. W. is now said to be in the market for 3,000 box cars.

The C., St. P., M. & O. will purchase 25 engines and 1,000 box cars.

The Great Northern is reported to be in the market for 1,000 freight cars.

The Canadian government has let the contract for dredging 95,000 cubic yards in the harbor at Port Arthur.

The Pennsylvania Co. will purchase 10,000 freight cars, instead of 5,000, as it first announced, it is reported.

The Burlington has added 16,500 freight cars and 120 locomotives to its equipment during the past year.

The steamer Sinaloa, loaded with grain, grounded in Mud Lake near Sault Ste Marie, Mich., Oct. 17. Part of the cargo had to be lightered.

The Northern Pacific contemplates an extension to its Carrington & Turtle Lake branch, running as far as the Missouri river, and possibly into Mercer County.

The Michigan Railway Commission is said to be planning on increasing the demurrage rate on state traffic to \$5 a day, in order to relieve the stringency of the car shortage.

The Interstate Commerce Commission held a hearing last week relative to the establishment of a minimum carload of 40,000 lbs. on ear corn by the west bank Mississippi lines.

The Interstate Commerce Commission has suspended until March 28, 1913, new milling-in-transit regulations at certain stations on the C. & N. W. and the C., St. P., M. & O. railroads.

An effort will be made to induce the large freighters to winter in Duluth, with a view of taking care of the large stocks of grain. It is believed the Duluth elevators will be loaded to capacity with domestic grain.

The new Livingston channel in the Detroit river was formally opened Oct. 19. The new channel will be used for boats bound down the Detroit river, while the old, or Canadian channel, will be used for boats bound up.

The steamer Alberta cleared Fort William, Ont., Sept. 15, with the first shipment of new spring grain, which graded No. 1 Northern, for Port McNicol. The grain was shipped by James Richardson & Sons, Ltd., Kingston.

The wet grain in the hold of the steamer Onoko, which was beached at Basswood Island, Lake Superior, Oct. 7, will be shipped to Buffalo, as soon as repairs on the Onoko are completed. The damaged grain will there be put thru a drier.

The car shortage on the Berthold-Crosby branch of the Great Northern has become acute. Much of the grain is wet on account of recent rains, and elevators are loaded to capacity. If the congestion is not relieved shortly, elevator men will sustain serious losses.

Railroads in Minnesota can no longer appropriate coal in transit for their own use, according to a decision of the Minnesota Supreme Court Oct. 18. The court holds that the railroad's settlement with the consignor is not a bar to action for damages by the original purchaser.

The increase of 1 cent per hundred lbs. on grain, proposed by the Pere Marquette from Milwaukee and other Wisconsin points to Boston, New York, Philadelphia, Baltimore and other destinations east, was suspended until Feb. 19 by the Interstate Commerce Commission.

The Interstate Commerce Commission has suspended until Feb. 1, 1913, supplements to the C. R. I. & P. tariff, which withdraws the privilege of shipping grain with hay, rice straw and straw in mixed carload lots at the highest carload rate and minimum carload weight applying to the grain in the car.

The Erie Railroad Co. is mailing post card notices to consignors and consignees with a view of alleviating the car shortage on its lines. Printed in red ink at the bottom of the card is the following: "Somebody needs the empty. It may be your turn next! Cars are built for transportation, not for storage."

The Millers Club of Kansas City has decided to join the Kansas City Board of Trade in filing a complaint with the Interstate Commerce Commission against the reduction of the export wheat rate from Kansas City to the Gulf. The complaint of the millers is that flour is not given a correspondingly low rate.

The hearing before the Interstate Commerce Commission on the new western classification, No. 51, which calls for a general increase in rates, in the opinion of shippers, was held at Washington Oct. 17. The classification was suspended by the Commission and the railroads of the western classification territory are making every effort to have the rates put into effect.

That a rate of 4 cents per 100 lbs. should apply when grain shipments from Illinois to St. Louis and other points stopped at elevators on the East Side, was the contention of shippers at the hearing before A. H. Elder, special examiner of the Interstate Commerce Commission, held at St. Louis Oct. 15 and 16. Counsel for the railroads contended for a rate of 6 cents.

The Canadian Pacific Railway has made application to the Interstate Commerce Commission for the same rates on export wheat shipped from western Canadian points to Duluth as from the same points to Fort William and Port Arthur. The privilege is the same as was granted last winter. The Canadian Northern is also taking up the same matter with the Commission.

E. W. Stafford, traveling freight agent of the Illinois Central, approves of the Interstate Commerce Commission and tells a story illustrating the chaotic condition of freight rates before they were regulated by the Commission. "A feed dealer in an interior town in Iowa bitterly assailed my company for charging a higher rate on oat hulls to his town from Minneapolis, than Minneapolis feed manufacturers had to pay for grain shipped from North and South Dakota, a considerably farther distance. I explained the difference in rates as due to the fact that Minneapolis dealers had to pay freight on several cars of oats in order to get one carload of the hulls."

The Interstate Commerce Commission has commenced an investigation of the car shortage in the middle west. Commissioner Lane states that the Commission has been informed that 10,000 cars are being held at New York for export shipments and have been there from 30 to 60 days. If the railroads will not build grain storehouses at terminals, they must use cars for storing grain.

W. O. Devine, freight agent for the Chesapeake & Ohio Ry., at Cincinnati, O., pleaded guilty and was fined \$15,000 in Federal court at New York for granting rebates to the forwarding firm of Wakem & McLaughlin of Chicago and New York. The rebate was given in the form of a salary in return for the promise made by Wakem & McLaughlin to ship all freight handled for customers via the Chesapeake & Ohio.

A meeting of the finance committee of the milling in transit committee of the Southwestern Millers' League met at Wichita, Kan., Oct. 22. The membership of the committee includes the following: George H. Hunter, Wellington, Kan.; C. E. Curran, Concordia, Frank Kell, Wichita Falls, Texas; G. W. Curtis, Oklahoma City, Okla.; W. B. Dunwoody, Joplin, Mo.; and C. L. Aller, Crete, Neb.

The Southwestern Millers League has made application to the Interstate Commerce Commission, asking that Sup. 6 to Frisco tariff, 1,601-A, which became effective Oct. 12, be suspended until the Commission has opportunity to investigate its probable effect. The supplement provides that carload shipments of grain or grain products be stopped but once for transit privileges, instead of twice, as formerly permitted.

Unless protests are filed by Nov. 5 to prevent, ex lake rates on wheat from Buffalo and other Lake Erie ports for export will be raised from 5½¢, the present rate, to 6¢ per bu on Nov. 15. Rates on other grain are also advanced approximately 1¢ per 100 pounds. If the Interstate Commerce Commission permits the increased rates to go into effect, the all rail rate from Chicago to seaboard will be lower than via the lakes.

The proposed increase of 3 cents per 100 lbs. on barley from California, Nevada and Utah points to Minneapolis by transcontinental railroads was held by the Interstate Commerce Commission to be unjustly discriminatory against Minneapolis and in favor of Chicago. The carriers will be directed to cancel the proposed increased tariff, which had been suspended by the Commission, pending its investigations, and to continue the 55 cent rate to Minneapolis, which is 7½ cents lower than the Chicago rate.

In the suit of the Browne Grain Co. against the St. L., S. F. & T. Ry. Co., in which the Browne Grain Co. was given judgment; on an appeal to the Court of Civil Appeals of Texas by the railroad company, the court found that the lower court had granted judgment based on a rate of 7½ cents lower than the one published in its tariff. The railroad company in its appeal claimed that the weight of the carload of oats was 72,000 lbs. The superior court decided with the lower court that the weight of the shipment was 62,668 lbs., but that the correct weight was higher. A reformed judgment was accordingly rendered, amounting to \$25.68. The appellee, the Browne Grain Co., was charged with the costs of the action.

Altho the railroads running into Kansas City, Mo., advertised elevator facilities, the Armour Grain Co. has been unable to store in elevators 600 cars of wheat at that market. It is reported that the Armour Grain Co. will fight the payment of demurrage on this account. The Armour wheat was made deliverable on contracts in cars by a change in the rules of the Kansas City Exchange. The railroads, thru their inability to store the wheat shipped over the several lines, are keeping from transit 600 cars, and this in the midst of a serious car shortage. The elevator charges and demurrage on these cars amount to \$600 daily.

Given the alternative by the Interstate Commerce Commission of granting transit privileges to mills located on its lines in Illinois, intermediate between East St. Louis and eastern cities, upon the basis of the East St. Louis to eastern cities proportional grain rates, plus $\frac{1}{2}$ c per 100 pounds for the milling-in-transit privileges, or retiring from the East St. Louis traffic upon those rates, the Louisville & Nashville Railroad elected to retire from the East St. Louis traffic and canceled its rates. As a result, grain shipped by the L. & N. to eastern cities will take the class rates, instead of the commodity rates, which are considerably lower and are available on other eastern lines.

How a farmer shipped a car of wheat in December, 1911, which did not reach its destination until September, 1912, and then arrived in such a deteriorated condition that it was sold for 53 cents a bushel, netting the farmer \$98.50 for the car after all charges had been paid, is reported by Roderick McKenzie, sec'y of the Manitoba Grain Growers Ass'n. The car was shipped over the Canadian Northern from Disley, Sask., and was inspected at Winnipeg, Dec. 3, 1911, as No. 3 Northern, 1 per cent dockage. It was unloaded at Port Arthur nine months and nine days later. Had the car been delivered within three weeks after inspection and sold at the market price, it would have brot \$662. The farmer's loss on the car, directly due to the railroad's negligence, was \$365, yet the carrier collected the freight.

The Omaha Grain Exchange has filed a complaint with the Interstate Commerce Commission charging certain railroads with discrimination in favor of Kansas City, Mo. The Exchange complains that the Santa Fe, Frisco, Kansas City Sou., Great Western and other roads have built elevators at Kansas City for storing grain and have leased them to receivers in that city at low rentals and forced receivers in Omaha to build their own elevators at great expense. The Exchange points to the Atchison, Topeka & Santa Fe Railroad, which owns and controls the elevator operated by the Santa Fe Elevator Co.; to the Frisco elevator, built by the St. Louis & San Francisco Railroad, leased to and operated by John I. Glover at a rental of \$2,472 per annum, and the Memphis elevator, leased by the same company to Broadnax & McLinney at \$4,200; the Kansas City Southern Elevator; the Missouri Pacific elevator, operated by the Kansas-Missouri Elevator Co.; the Chicago Great Western elevator, operated by itself; the Chicago, Milwaukee & St. Paul, leased to the Simonds-Shields Grain Co. at \$4,200; the Chicago, Burlington & Quincy elevator, leased to the Murray Elevator Co. at \$20,000; the Chicago, Rock Island & Pacific elevator, leased to the Terminal Elevator Co., and the Wabash elevator, leased to the Missouri Grain Co.

In order to make their protest more effective, millers and grain dealers of Texas, Oklahoma, Missouri and Kansas will meet at Oklahoma City, Okla., to file a complaint with the Interstate Commerce Commission against the milling in transit ruling which went into effect Aug. 15. The meeting was planned at a meeting of Texas millers held Oct. 8 at Fort Worth. An executive com'te was appointed consisting of Frank Kell, W. W. Manning, Jule Smith, T. G. Moore, J. C. Whaley, B. R. Neal and J. P. Burrus. This com'te comprising three millers and three grain dealers will set the date for the big meeting at Oklahoma City. A com'te to ascertain the feeling of the Grain Dealers Ass'n members in reference to the Interstate Commerce ruling included T. G. Moore and H. B. Dorsey.

Minimum weight rules of the C. B. & Q. Railroad Co. are given in G. F. O. No. 1052-F, effective Oct. 23. On grain, except oats, the minimum weight will be 4,000 lbs. less than the marked capacity of the car, but not less than 30,000 lbs. Oats will be subject to the following minima, but not exceeding the marked capacity of the car: In cars not over 34 feet in length, inside measurement, the minimum weight will be 34,000 lbs. In cars over 34 feet and not over 36 feet in length, inside measurement, the minimum weight will be 40,000 lbs. In cars over 36 feet in length, inside measurement, the minimum weight will be 50,000 lbs. On shipments of grain in cars that cannot be loaded to their marked capacity, actual weights will govern if cars are loaded to their full visible capacity, or to the grain line in cars where grain line is shown. In billing such cars, agents will note on way bills: "Loaded to full visible capacity." The maximum weight which grain can be loaded is 10 per cent above the marked capacity of the car.

ELEVATOR AT BALDWIN, Kan.

If usefulness is the true measure of value as stated by Lee G. Metcalf at Norfolk recently then C. A. Liggett & Son of Baldwin, Kan., deserve the esteem of the community for their endeavor to perform all services that could

reasonably be expected of a country elevator operator.

Instead of the seductive mint juleps of Norfolk, frowned upon by Governor Mann, Liggett & Son are prepared to supply that more wholesome drink, cider, in unlimited quantity. Their cider mill, operated in connection with the grain elevator and by the same engine is a building 22x26x12 ft., equipped with a 400-bu. grinder, and hydraulic press of 100 barrels per day capacity, cider pumps, and cider tanks of 1,500 gallons' capacity. Kansas is a dry state.

The old elevator was burned last winter and has been replaced by a new building 22x26x32 ft., 2-story warehouse 12x22x22 ft., cob and dust house 12x18x10 ft., office, engine room and driveway together, 23x26x12 ft., all covered with galvanized iron siding and seamless metal roofing.

The elevator has a capacity of 12,000 bus., and contains 5 large bins, 2 grinding bins, 4 retail feed bins, meal, graham and retail bins. Under the entire plant is a concrete foundation, the elevator walls being 36 inches at bottom and 10 inches at top, the pit walls 40 ins. at bottom and 10 ins. at top. The plant is wired for electricity, piped for gas and supplied with city water. The warehouse contains a freight elevator and a warehouse scale.

One stand of elevators is equipped with 6x13 cups, and one stand with 4x6 cups for chop, meal and graham. The grain is unloaded thru a double dump for wheat and corn having a 4-ton wagon scale, the corn going to a cylinder shelter in the pit and the wheat to a Eureka Cleaner. Both elevators have indicator stands. From the bins the grain flows easily out of 90-degree hopper bottoms with $\frac{1}{2}$ pitch. Cars are loaded by a gravity loading spout.

A 15-h.p. Otto Gasoline Engine drives the machinery, taking its cooling water from a 25-barrel cistern. In the feed grinding department are a large light-running 3-roller Willford Mill, one corn meal bolting reel and a 700-bu. corn and cob separator.

A manlift gives easy access to cupola and pit, and accurate weights are obtained on an automatic 1,000-bu. Avery Scale. This up-to-date plant is shown in the engraving.



C. A. Liggett & Sons New Elevator at Baldwin, Kan.

Grain Trade News

CALIFORNIA.

San Francisco, Cal.—Alleging that the state prison directors had refused to deliver 36,000 bags to it under contract, Miller & Lux Co. has brot suit against the state of California, claiming that it contracted for 350,000 grain bags.

San Francisco, Cal.—Failure to deliver 3,800 sacks of barley alleged by Blum & Co. to have been purchased by them from H. S. Goodman, of Butte City, is the basis of a suit brot against Goodman by the grain company, which seeks to recover \$141 damages due to the advance in the price of the barley.

CANADA.

Neville, Sask.—The Traders Elvtr. Co. has been incorporated.

Winnipeg, Man.—The Continental Grain Co. has been incorporated.

Ethelbert, Man.—The British American Elvtr. Co. is building an elvtr.

Winnipeg, Man.—The Square Deal Mlg. Co. has been incorporated.

Elbow, Sask.—The Farmers Elvtr. Co., Inc., is building a 40,000-bu. elvtr.

Munson, Alta.—The Farmers Elvtr. Co. has let contract for a 30,000-bu. elvtr.

Medicine Hat, Alta.—The Maple Leaf Mlg. Co. of Winnipeg will build elvtrs. at this point.

Red Deer, Sask.—The Farmers Co-operative, Ltd., has bot the elvtr. of Alberta Grain Co.

A provincial tax on banks and elvtrs. will be proposed at the next session of the Alberta legislature.

Burnside (near Portage la Prairie), Man.—Harry Leader has bot the elvtr. of the Northern Elvtr. Co.

Port Arthur, Ont.—The Empire Elvtr. Co., Ltd., has leased the elvtr. of the Thunder Bay Elvtr. Co.

Broadview, Sask.—The Oglivie Mlg. Co. has bot the elvtrs. of W. C. Thorburn at this station and at Oakshalla.

Rocanville, Sask.—The Saskatchewan Co-operative Elvtr. Co. is building a 30,000-bu. elvtr. at this station.

Calgary, Alta.—The Independent Grain Co. will move its offices from Clareshelm to this city. J. Cummings will be mgr.

Fort William, Ont.—B. J. Ostrander & Co. is a new firm engaged in the sacking and general warehousing business at this port.

Fort William, Ont.—N. M. Patterson & Co. of Winnipeg, are building a 100,000-bu. elvtr. Haglin & Stahr have the contract.

Regina, Sask.—A \$500,000 company will be organized by the council of the Board of Trade to build a 1,000,000-bu. concrete elvtr.

Calgary, Alta.—The Alberta Pacific Elvtr. Co. has bot the three elvtrs. of Jones & Dill at Warner, Dayton and Milk River.

Winnipeg, Man.—Moisture testers will be installed at Port Arthur, Fort William, Calgary, Toronto and at this market by order of the grain commission.

Port Colborne, Ont.—The contract for the 1,000,000-bu. addition to the government elvtr. has been let to the Dominion Bridge Co. for \$201,000.

Fort William, Ont.—A com'te from the Board of Trade recently visited Chicago in an effort to secure new members to the exchange. The storage capacity at this port is 30,000,000 and elvtr. men expect to see it all used this season.

Kerrobert, Sask.—Work on the elvtr. of the recently incorporated H. T. Grain Co. is being rushed and the elvtr. will be completed at an early date.

Winnipeg, Man.—A public laboratory will be established Oct. 1, in connection with the Agri. College in this city, for the purpose of testing samples of grain.

Regina, Sask.—Reports from the surrounding country are to the effect that work on a number of elvtrs. in the province has been postponed on account of the shortage of labor.

Port Arthur, Ont.—The elvtr. of D. Horn & Co. was recently closed for a thoro overhauling in anticipation of the treatment of wet and damaged grain during the fall and winter.

Winnipeg, Man.—The American Linseed Co. has opened an office in the Union Trust Bldg., pending the securing of space in the Grain Exchange Bldg. Allen P. Allenworth is in charge.

Winnipeg, Man.—Four additional traveling elvtr. inspectors will be appointed by the grain commission so that the commission may keep in close touch with grain movement thru the elvtrs.

Winnipeg, Man.—A. Bowen, formerly government scale inspector for all eastern terminal elvtrs., has been added to the working force of the Canadian Grain Commission as scale inspector.

Codoux, Sask.—Defective scaffold recently caused the death of Walter Nastum at the elvtr. of the Security Elvtr. Co. and the serious injury of his brother. Nastum was instantly killed, his skull being crushed.

Cocquitiham, Can.—J. D. Taylor, M. P., has announced that Edmonton promoters intend to build 2 elvtrs. on the banks of the Pitt river at this point, the government having decided to dredge the river for shipping facilities.

Winnipeg, Man.—The Can. Pac. Elvtrs. taken over by the Grain Growers Grain Co. are Elvtrs. B. and E., Elvtr. B. being a working house with a capacity of 400 cars per day and Elvtr. E, a storage house of 2,000,000 bus. capacity.

Calgary, Alta.—The Robin Hood Mlg. Co. has bot the six elvtrs. of the E. M. Walbridge Elvtr. Co. Mr. Walbridge will engage in the commission and export business operating under the name of the E. M. Walbridge Grain Co. The elvtrs. are located at High Rivers, Carstairs, Acme, Strathmore and Bassano.

Millwood, Man.—The gap in the dam in the Assiniboine river at this point is gradually widening and the water has undermined the foundation of the elvtr. to the extent of rendering it liable to collapse at any time. Farmers fear that it will follow the mill of the Big Four Mlg. Co., which toppled into the river last May, where the debris and the machinery still lie.

Fort William, Ont.—A new schedule of charges for services to vessels between Oct. 15 and Nov. 25 was substituted for the present tariff of the Lake Shippers Clearance Ass'n., at the recent meeting held in this city in conference with the Dominion Marine Ass'n. The new tariff is a matter of dispatch of vessels and will aid in keeping the grain moving. If delay is caused by non-surrender of documents, the shippers are to be penalized by the Lake Shippers Clearance Ass'n to the extent of the estimated loss of revenue to that ass'n by reason of such delay. Sample cargoes to be loaded at 15c per 1,000 bus. straight. After Nov. 25, 1912, and until the close of navigation, the charge to be 20c per 1,000 bus. flat on all boats loaded.

Calgary, Alta.—Geo. Hill, government grain inspector, reports that he has inspected to date more than half as much No. 1 hard wheat as was marketed altogether last year. Three cars of No. 1 hard white fife which sell in Winnipeg as No. 1 Northern were inspected at this market during September, only 2 cars of the same grade were shipped from here last year. It is estimated that the total output this year will amount to 300 carloads compared with 281 carloads in 1911.

Winnipeg, Man.—The National Elvtr. Co. has been given a judgment of \$450 against the Manitoba Commission Co. in its suit to recover damages on 10,000 bus. of wheat shipped Sept. 28, 1911, which the defendants refused to accept, alleging that it was of inferior quality and did not come up to the grade contracted for. The defendants also claimed that since they had made the contract the grade of wheat had been lowered by the Grain Standard Board. The evidence was to the effect, however, that the grain was delivered to the consignee and nothing had been said about the grade.

Winnipeg, Man.—John McLeod, former mgr. of the Manitoba Elvtr. Commission, during the time that the elvtr. system was under the control of the provincial government, is charged with defalcations amounting to \$7,000. According to the official statement he obtained the money by disposing of the Bs/L for six cars of wheat for which he made no accounting to the Commission. It is feared that examination of his accounts will reveal a shortage of from \$6,000 to \$60,000. The books are now being audited. He was bonded for \$5,000 and previous to his connection with the commission was known to be a speculator who never seemed to make money on his deals, tho taking long chances. Several grain firms are involved thru the assumption that they were dealing with the Commission direct. McLeod was arrested at Glasgow, Scotland.

COLORADO.

New Windsor, Colo.—D. B. Cloud & Co. will build an alfalfa mill at this station with a daily capacity of 50 tons.

Lamar, Colo.—The Lamar Mill & Elvtr. Co. has let contract for the machinery for its new elvtr. now under construction, to the Wolf Co.

IDAHO.

Weston, Ida.—The plant of the Weston Mills Co. is closed.

Buhl, Ida.—I have succeeded C. B. Olyer as mgr. of the Buhl Mlg. & Elvtr. Co.—R. C. Morse.

American Falls, Ida.—We have bot the old property of the Keith & Green Grain Co., the Chester Green Grain Co., having gone out of business, being now consolidated with our firm. The Colorado Grain Co. does not operate and never has operated here.—Chester Green, mgr. The Oneida Mlg. & Elvtr. Co.

ILLINOIS.

Basco, Ill.—Jos. Gromewald is building an elvtr.

Odell, Ill.—J. A. Tobey is now treas. and mgr. of the Farmers Elvtr. Co.—A. R. Hopkins.

Kilbourne, Ill.—Wm. Edwards has succeeded John Prief as mgr. for the McFadden Grain Co.

Peoria, Ill.—A car of new sample grade corn testing 24% moisture was received at this market, Oct. 22.

Coal City, Ill.—The elvtr. of John Trotter & Sons has been put into commission and is receiving grain.

New Haven, Ill.—Waller & Co., of Henderson, Ky., will start work at once on a steel elvtr. to cost \$5,000.

Irwin, Ill.—Ferris Bros. have let the contract for a 20,000-bu. cribbed elvtr. to the Burrell Eng. & Constr. Co.

Hinton, Ill.—The 20,000-bu. elvtr. of F. W. Moberly is completed; equipment includes sheller, cleaner and scale.

Patton, Ill.—Holsen, Dorney & Storckman, props. of the Bluff City Mills, have bot the elvtr. of Kemp & Holsen Bros.

New Canton, Ill.—Warner Heidloff will be ready to handle corn when the movement starts, having completed his elvtr.

Kasbeer, Ill.—The Farmers Elvtr. Co. has bot the elvtr. of J. H. Dole & Co., which it has been leasing, paying \$4,500.

Filson, Ill.—John McCarty will succeed us in the grain business at this station. A. W. Thompson will be mgr.—Kaga & Gray.

Oakland, Ill.—L. J. Kaiser is building an addition to his elvtr. and will have a total capacity of 266,000 bus. when it is completed.

R. F. Cummings of Clifton, Ill. sailed Oct. 19, from New York, for a trip around the world and will be gone about four months.

Sadorus, Ill.—W. H. Foote, of Houston, Tex., has succeeded Frank Davis as mgr. for H. I. Baldwin & Co., Mr. Davis having resigned.

Good Hope, Ill.—The elvtr. recently built by G. W. Strapp is located at this station instead of at Peoria as previously reported.

Stronghurst, Ill.—Wilbur Dougherty, agt. of W. H. Perrine & Co., was married Oct. 11 to Miss Alice Clark, of David City, Neb.

Bloomington, Ill.—The grain dealers of this city have issued a joint letter supporting the candidacy of Frank H. Funk for Governor.

Ransom, Ill.—The Farmers Elvtr. Co. now owns both elvtrs. at this station, having recently bot the elvtr. of W. H. Perrine & Co.

Bentley, Ill.—I have succeeded R. E. Coffman in the grain business here, Mr. Coffman having succeeded A. R. McAlister.—Geo. O. Coffman.

Canton, Ill.—A new office and scale house will be put up by the Farmers Elvtr. Co. A concrete foundation will also go under the elvtr.

Peterstown sta., Mendota p. o., Ill.—The C. M. & St. P. has granted and laid a switch for the Farmers Elvtr. Co. and an elvtr. will be erected at once.

Fisher, Ill.—Frank Baker was severely injured at the elvtr. of Vennum & Co., Oct. 8, when the car-puller rope broke and one end struck him in the stomach.

Bluffs, Ill.—The elvtr. of the National Elvtr. Co. is being overhauled and put in good repair; new equipment includes a cleaner, sheller and gasoline engine.

Cowden, Ill.—The elvtr. of O. R. Hawkins, containing 85 tons of baled hay and 400 bus. of wheat, burned at 4 p. m., Oct. 16; the insurance amounts to \$1,700.

Thompson's Corners sta., Minooka, Ill.—The Central Grain, Lbr. & Supply Co. has let the contract for a 25,000-bu. cribbed elvtr. to the Burrell Eng. & Constr. Co.

Granite City, Ill.—Fire was discovered in the feed building of the Corn Products Co. at 11 p. m., Oct. 20, and did damage to the amount of \$3,000 before it was extinguished.

Tomlinson sta., Rantoul p. o., Ill.—We have rebuilt our corn cribs and coal sheds and have moved our office north of the tracks near the engine house.—Murray & New.

Swygert, Ill.—The Pontiac Farmers Elvtr. Co. will cover the elvtr. at this station with corrugated iron and install manlift and new scales. An engine room will also be built.

Peoria, Ill.—The improvements now being made at the plant of the Corn Products Co. include the construction of a new grain elvtr., mill house, feed house, starch house, steep house and several other minor buildings. All buildings are of the finest modern construction of steel and brick with concrete floors.

Maey's sta., R. D. Fults, Ill.—The Nansen Com's'n Co. of St. Louis, Mo., has let contract for a 60,000-bu. reinforced concrete elvtr. at this station to the MacDonald Eng. Co.

Waynesville, Ill.—The elvtr. of Darnell & Spence caught fire Oct. 14, but the blaze was quickly extinguished, the damage being confined to a hole about 10 ft. square burned in the roof.

Prairie Center, Troy Grove p. o., Ill.—The Neola Elvtr. Co. has bot a site and will build a 60,000-bu. elvtr. at this station. The company will spend \$50,000 on the elvtr. mill and lumber yards.

Cairo, Ill.—Field & Brown, a Missouri firm, have leased Warehouse No. 1 of the Consolidated Hay & Grain Co., and will ship corn to this city by boat, sack it here and hold it for further shipment.

Gerald sta., Royal p. o., Ill.—G. W. Hadden, for 25 years mgr. of the elvtr. at Penfield, will devote his time to the elvtr. at this station, which will be operated under the name of Cox & Hadden.

Cairo, Ill.—Alvin W. Lynch, former mgr. of the Magee Grain Co., has leased the Delta Elvtr. of that company, taking possession Nov. 1. The Magee Grain Co. has leased the Illinois Central Elvtr.

Peoria, Ill.—The following have recently been admitted to membership in the Board of Trade: Geo. L. Bowman, Jeremiah McQuade, Geo. W. Cole, J. W. Murphy and E. M. Jones.—John R. Lofgren, sec'y.

Alvin, Ill.—The Farmers Elvtr. Co. has bot the elvtr. of Cicero Allen, taking possession Nov. 1 and will not build a house at present. The price paid was \$4,500 and the company will make improvements to the amount of \$2,000.

Alton, Ill.—The Sparks Mfg. Co. has let contract for a 300,000-bu. concrete elvtr. similar to the recently built elvtr. at the Terre Haute plant of the company. The elvtr. will be built on a 400x125-ft. lot recently purchased by the company.

Mallard, Ill.—J. A. McCreery, sec'y of the Illinois Farmers Grain Dealers Ass'n addressed the farmers of this vicinity Oct. 18, at a meeting called to organize an elvtr. company. A similar meeting was held at Warsaw the following day.

Yorkville, Ill.—The Farmers Elvtr. Co. has let contract for the construction of a 25,000-bu. cribbed elvtr. four miles out of Yorkville on the Fox River division of the Aurora, Elgin & Chicago Electric Railroad, to the Burrell Eng. & Constr. Co.

Forest City, Ill.—McFadden & Co. have let contract for the remodeling of the elvtr. which will increase its capacity from 17,000 to 44,000 bus. The old elvtr. was built 16 years ago and is too small for the present business of the company.

Farmington, Ill.—E. E. Davis is clearing away the ruins of his elvtr. burned Oct. 7, and will start to dig the foundations for a new elvtr. on the same site. Work on the new house, which will have a capacity of 12,000 bus., will be rushed.

El Paso, Ill.—Our new elvtr. is not complete, but we expect to finish it in about a week. It is equipped with manlift, automatic scale and electric motor. We are also building a similar elvtr. at Panola. W. G. Nelson is our mgr.—El Paso Elvtr. Co.

Fogarty sta., Broadwell p. o., Ill.—The recently incorporated Farmers Elvtr. Co. has appointed a com'te of six to make an inspection trip over the Illinois Traction system to look over elvtrs. along the line so as to form an idea of the kind of an elvtr. the new company should build.

Illinois Manufacturer's Casualty Co. is the name of the new liability insurance company formed by the Illinois Manufacturers Ass'n at a meeting at the Hotel Sherman, Oct. 11, 250 members being present. The purpose of the company is to provide its members and their employees with casualty insurance at a lower rate than old-line companies now allow. Permanent organization will be effected within the next 30 days.

Royal, Ill.—The scarcity of cars at this station has made it necessary to haul corn to Ogden and St. Joseph. C. E. Fletcher, owner of the Royal Elvtr., located on the C. & E. I., has about 40,000 bus. of corn to be hauled to the Big 4 at the two stations mentioned. It seems to be able to handle all the corn brot over. Grain cars are a rarity in this town and the situation is without a parallel in the history of the grain business at this point.

Peoria, Ill.—James Barr, member of the board of supervisors, is charged with receiving stolen property, the Board of Trade and several railroads alleging that he has received stolen grain from small boys, acting as a "fence" for them. It is also charged that he urged them to steal and paid them only a small sum for the corn and wheat they brot to him. Barr claims that he did not know where the grain came from and the case will be bitterly fought on both sides.

Rumpler sta., Ogden p. o., Ill.—The elvtr. of the Zorn Grain Co., containing 8,000 bus. of oats and 700 bus. of wheat burned at 11 a. m., Oct. 15. The office, engine house and all buildings, with the exception of a few corn cribs, together with a freshly loaded car of corn, were entirely consumed. The fire was discovered underneath the elvtr. and is believed to have started from a hot-box, as the machinery had been running all of the morning. The loss is placed at \$15,000 and it is understood that the house will not be rebuilt this year.

Lincoln, Ill.—The elvtr. of the Farmers Mfg. & Grain Co. burned at 9 p. m., Oct. 23. The fire was clearly of incendiary origin, having been started in the corn leg which furnished a perfect chimney for the flames, which were quickly extinguished. Two hours later, however, the fire broke out again from, it is thot, a second attempt and this time the elvtr. was doomed, being burned to the ground. The loss is \$15,000; insurance \$10,000. Three months ago an attempt was made to destroy the elvtr.; but it was blocked. At that time oiled rags were thrust thru holes bored in the door.

Mt. Vernon, Ill.—My company has had an elvtr. at this station for the last 10 years and they recently bot the elvtr. of the McClure Grain Co., here and at the same time secured the site of the elvtr. of that company at Osbornville, the house there having been burned in July, 1911. We have moved the elvtr. we bot to the old site in Osbornville and not to Stonington, as reported on page 577 of the Oct. 10 issue, the distance being 5 miles. The work was done by J. J. Lee, who seemed to find it easy, tho he had two creeks to cross with the house. I will be mgr. at both stations.—H. J. Casley, mgr. E. R. Ulrich & Sons.

Receipts of grain at Peoria during September included 149,000 bus. of wheat, 1,937,046 of corn, 906,612 of oats, 231,844 of barley and 105,600 bus. of rye; compared with 115,000 bus. of wheat, 864,073 of corn, 412,800 of oats, 327,116 of barley and 22,000 bus. of rye received during September, 1911. Shipments for the month included 127,000 bus. of wheat, 1,710,657 of corn, 814,072 of oats, 56,561 of barley and 26,400 bus. of rye; compared with 87,883 bus. of wheat, 487,123 of corn, 649,733 of oats, 124,616 of barley, and 12,440 bus. of rye shipped in September, 1911.—John R. Lofgren, sec'y Board of Trade.

Chatham, Ill.—The elvtr. of the Chatham Farmers Elvtr. Co., containing 10,000 bus. of corn and oats, burned Oct. 15. The flames had gained considerable headway when discovered and nothing could be done to save the building. A number of box cars belonging to the C. & A. were also destroyed and many surrounding buildings damaged. The fire is believed to have started from a spark from a passing engine. The loss amounts to \$25,000 and as soon as the adjustment can be secured, work on a new elvtr. will be commenced. The state fire marshal's office will investigate this fire as well as the one at Cody.

Pontiac, Ill.—On Oct. 13, E. M. Towner celebrated his 20th anniversary as an employee at the elvtr. of Riley & Wallace. Owners have come and gone but Mr. Towner has remained a fixture at the elvtr. thru all the years of changes.

Catlin, Ill.—R. K. Byerly is moving his elvtr. 100 ft. west and 25 ft. south of its old location, the removal being necessary since the elvtr. was on railroad ground and in the way of the new double tracks it is laying. The elvtr. has been taken apart and it will be some time before it is again in running order.

Champaign, Ill.—The com'te appointed at the meeting of the local grain dealers held in this city Sept. 13, to prepare suitable resolutions in respect to the "Car Situation on all Railroads in Central Illinois," made a report to the grain trade Oct. 13, a copy of the resolutions suggested appearing elsewhere in this issue of the Journal, and advocating a reciprocal demurrage law.

Weston, Ill.—The elvtr. of the Graves-Hurburg Co., and two of its 3 oats houses, were burned Oct. 20, with 30,000 bus. corn and 75,000 bus. oats. Fire was discovered on the roof shortly after a train had passed and it is believed that a spark from the engine started the fire. The company had two elvtrs., having bot the house of the Shearer Grain Co. Aug. 6, and it was the smaller of the two houses that burned. Loss, \$50,000; insured.

Peoria, Ill.—Henry Uhlman, for over 30 years associated with the grain trade at this market, died early on the morning of Oct. 22, from a sudden attack of stomach trouble. Mr. Uhlman was a highly respected grain inspector. Pres. C. H. Feltman of the Board of Trade appointed a com'te to attend the funeral and resolutions of sympathy have been adopted by the exchange. He was 60 years old and is survived by his widow, one son and a daughter.

Gov. Deneen in discussing the work of the state grain inspection dept., recently gave out the following statement: "An appropriation of \$157,000 per annum was made for the maintenance of the dept., to take effect July 1, 1911. The earnings, etc., from July 1, 1911, to June 30, 1912, inclusive, and turned into the state treasury were as follows: Balance on hand July 1, 1911, \$42,732.63; earnings for fiscal year 1911-12, \$176,679.99; total \$219,412.62. Expense for fiscal year 1911-12, \$157,815.87; balance on hand July 1, 1912, \$61,596.75. Grain inspected 'in' and 'out' at Chicago for the fiscal year 1911-12 was 395,866,452 bus. This dept. is now and has always been self-sustaining, placing no burden whatever upon the taxpayers."

CHICAGO NOTES.

The Consumers Hay & Grain Co. will build a 94x134 ft. elvtr.

Frank Gallagher has been ill for several weeks, but is again on 'change.

The Grand Trunk Ry. Co. will build an elvtr. to be operated by the Hooper Grain Co.

The C. F. A. Lines held a preliminary conference Oct. 24 in the office of W. M. Hopkins to discuss transit rules.

The Seaverns Elvtr. Co. has given Fred S. James, trustee, a trust deed to secure a loan of \$65,000 for 10 years at 5%.

E. P. Bacon & Co., of Milwaukee, have opened an office in the Insurance Exchange Bldg., with F. D. Austin in charge.

On account of his inability to take care of his outstanding obligations Frank G. Badger has been suspended from the Board of Trade.

Frederick B. Warner, one of the oldest members of the Board of Trade, died at his home in Geneva Lake, Oct. 21. Mr. Warner was 73 years old and had been active in the grain trade for 40 years, the firm being F. R. Warner & Co.

The J. J. Badenoch Co. has completed the preliminary sketches for its new reinforced concrete elvtr., and is waiting upon the C., B. & Q. Railroad officials to agree on the location of the double unloading tracks before settling upon a plan.

B. S. Wilson has been elected pres. of the Grain Receivers Ass'n; Lowell Holt is vice-pres. and the directors are W. N. Eckhardt, Geo. Wegener, Frank J. Delaney, Harry Newell and A. L. Somers. The sec'y and treas. will be appointed later by the directors.

The first car of new corn to reach this market was received Oct. 17, in a heating condition, grading sample mixed and selling for 48c. The first car to arrive last year came in Oct. 13, graded sample, and was not sold till the 14th, on account of its poor condition.

CHICAGO CALLERS: A. E. Reynolds, Crawfordville, Ind.; John M. Lied, Edgewood, Ill.; Chas. D. Jones, pres. Grain Dealers National Ass'n., Nashville, Tenn.; H. I. Baldwin, Decatur, Ill.; E. M. Wayne, Delavan, Ill.; L. W. Gifford, Cedar Rapids, Ia.; C. A. McCotter, sec'y Grain Dealers Nat'l Mutual Fire Ins. Co., Indianapolis, Ind.

The following have applied for membership in the Board of Trade: H. F. Bostling, Wm. A. Stickney, Allan J. Cameron, Lewis G. Bowman, and Gus K. Worms. John J. Tracy, James Maguire and Hal C. Bilg have been admitted to membership and the memberships of Effingham Lawrence and the estate of Chas. H. Smith have been posted for transfer. Memberships are quoted at \$2.325 net to buyer.

James Fowler, an employee at the Minnesota Elvtr., was killed Oct. 19 while working at the bottom of the elvtr. shaft in the elvtr. The operator of the car not knowing that Fowler was working under him, descended, and before he was aware of the other's presence, the car had gained so much speed that it could not be checked until too late. Fowler was badly crushed, his skull being fractured.

Pleading guilty to conducting a bucket shop, the officers of the Capital Investment Co., were fined \$10,000 Oct. 14 by Judge Carpenter in the Federal Court. Those fined were: Richard I. Marr, pres., \$5,000; Richard H. McHie, sec'y, \$2,500; James F. Southard, director, \$2,500. The pleas of guilty and fines imposed form a sequel to a sensational raid made by George M. Scarborough, special agent of the department of justice, other special agents and about 20 policemen Dec. 15, 1910. District Judge Sanborn severely censured the government officers for the display of force and unlawful actions during the raid.

In case the seller of the grain fails to furnish to the buyer the freight bill within the ten days prescribed by the transit rules, or fails to notify the Inspection Bureau of the failure of the inbound carrier to present it for payment within five days; the responsibility for not recording the bills rests with the seller. In case the buyer of the grain fails to record the freight bill after it has been furnished by the seller, responsibility for violation of the rules rests on the buyer. Freight bills must be recorded. Carriers have notified us that unless there is a strict compliance with their rule, transit will not be allowed on that grain.—W. M. Hopkins, Manager Transportation Department, Chicago Board of Trade.

The Grain Receivers Ass'n of the Board of Trade, it is said, will oppose the "anti-corner" rule of the exchange, claiming that the owners of grain should derive the full benefits that sometimes follows the punishment of short sellers in an open market. The rule permits a short to default on contracts—with a penalty attached to the default. It is the wish of the receivers to change the rules so that there will again be an open market. These men believe that if an operator sells wheat, corn or oats short he ought to be made to deliver it when delivery day rolls around. And if the short is unable to deliver the grain the pit will be his only recourse, as he may even up his position in the same spot where he put out the short lines. A petition will be circulated on the Board of Trade asking that the directors order a ballot on the proposed change in the rules.

Receipts of grain at Chicago during September included 7,363,800 bus. of wheat, 12,426,050 of corn, 17,673,600 of oats, 308,800 of rye and 1,449,500 bus. of barley; compared with 2,977,800 bus. of wheat, 11,237,050 of corn, 8,308,600 of oats, 293,000 of rye and 3,349,600 bus. of barley received in September, 1911. Shipments for the month included 6,043,900 bus. of wheat, 8,124,750 of corn, 14,084,100 of oats, 110,700 of rye and 137,800 bus. of barley; compared with 3,224,600 bus. of wheat, 9,972,450 of corn, 5,072,600 of oats, 116,905 of rye and 805,700 bus. of barley shipped in September, 1911.

Preliminary plans for the proposed new Board of Trade building were presented to the special building com'te of the Board, Oct. 21, by the architects Holabird & Roche, and after an examination, were returned with corrections. The plans will have to be approved by the members of the Board of Trade before they are adopted. It is believed the plans, augmented with a miniature model of the trading floor, will be ready for inspection by the members in about ten days. According to plans now being made, the building will be 16 stories in height, 174x225 feet, and will cost approximately \$3,000,000. It will be erected on the site of the present building on Jackson boulevard between La Salle and Sherman streets. "Change" will be on the third floor. The remainder of the building will be devoted to offices.

Payment of incorrect freight bills on transit grain should be refused until they are corrected, according to Bulletin No. 131, issued Oct. 16, by W. M. Hopkins, mgr. transportation dept. of the Board of Trade. The bulletin reads in part: Inbound carriers are failing to show the date of unloading into the transit house on the freight bills, in accordance with Rule 4 of joint transit privilege circular No. 16 and rule 5 of milling and malting circular No. 10, and a freight bill is not completed for recording without the above information shown thereon. The Joint Rate Inspection Bureau will temporarily accept a notation on the freight bill by the shipper showing the date of unloading, but attention is called to the fact that such a notation by the shipper does not comply with the rules, which make it the duty of the carrier to incorporate this information in its freight bills.

INDIANA.

Lafontaine, Ind.—J. C. F. Martin and Ord Miller have bot the elvtr. of Ben Banister.

Stockwell, Ind.—Chas. E. Baer has accepted the position of buyer for the Farmers Elvtr. Co.

Columbia City, Ind.—A grain clipper, huller and cleaner has been installed in the elvtr. of O. O. Crowell.

Avery, Ind.—Fornia Trinkle has bot the elvtr. of Cecil Cohee & Co., paying \$9,000, taking possession Oct. 22.

Lochiel, Ind.—Joe A. Stone has succeeded W. D. Schad as mgr. of the Farmers Elvtr. Co.—A. R. Hopkins.

Fort Wayne, Ind.—The Egly-Doan Elvtr. Co. is considering the installation of a drier at its plant here.

Oxford, Ind.—J. M. Burt is now mgr. of the Farmers Elvtr. Co., which recently bot the elvtr. of the Oxford Grain & Coal Co.

Tipton, Ind.—I have sold my grain, seed and coal business, operated under the name of Fox & Davis, to Kershaw & Son.—Fred B. Fox.

Indianapolis, Ind.—The Western Coal & Grain Co. incorporated; capitalized at \$10,000; Hiram W. Moore, C. H. Moore, and Roy H. Wells, directors.

Montezuma, Ind.—The new elvtr. of the Montezuma Mill & Elvtr. Co. will be completed in about two weeks. The principal stockholders in the new company are Rahm Bros. of Rockville and the undersigned.—W. P. Montgomery.

Brooks, Ind.—Our address will be R. R. No. 2, Brooks, in future, the post office at Ade having been discontinued Oct. 15.—McCray, Morrison & Co.

Bourbon, Ind.—The Delp Grain Co. has changed the system of its mill to grind durum wheat, on account of the scarcity of soft wheat this season.

Kennard, Ind.—Geo. Bowen, who recently lost his elvtr. at Millville by fire, has bot the elvtr. of Mercer & Morris at this station.—W. J. Mercer, Spiceland.

Winchester, Ind.—While working on the boiler in the elvtr. of Goodrich Bros. Hay & Grain Co., James Miller slipped and fell, breaking two ribs and his left arm.

Atkinson, Ind.—Evans, Padgett & Shakleton of Fowler have bot the elvtr. of McConnell & Messner which was formerly owned by the Belle & Greenwood Co.

Evansville, Ind.—It was not the elvtr., but the warehouse of Paul Kuhn & Co., that has been purchased by W. H. Danes & Co., as reported Oct. 10 in this column.

The Tri-State Grain Producers & Shippers Ass'n will hold a meeting Nov. 8 at Lima, O. Practical moisture tests will be demonstrated and a large attendance is desired.

Indianapolis, Ind.—G. M. Fairchild, formerly agt. of H. I. Baldwin & Co., at Champaign, Ill., has resigned and is now connected with the Mutual Grain Co. of this city.

Mt. Vernon, Ind.—The new elvtr. of the Farmers Elvtr. Co. will have a capacity of 30,000 bus. It will be of fireproof construction and operated by electric power. Work will be started at once.

North Hayden sta., St. John p. o., Ind.—Gleaners & Farmers Co-operative Elvtr. Co., incorporated; capital stock, \$8,000; incorporators, Jesse Little, John Lindemer, Cyrus Hayden, E. O. Sutton and Otto J. Dahl.

Wheatland, Ind.—An attempt was made to burn the elvtr. of the Farmers Elvtr. Co., at 7:30 p. m., on Oct. 9, a sack of cobs saturated with oil being set on fire on the top floor of the elvtr. The fire was discovered by two workmen who succeeded in getting the bag of cobs out of the building before the fire spread.

Ora, Ind.—We are just completing our new 30,000-bu. plant which is 40 ft. square with a 10-ft. basement of reinforced concrete. The elvtr. is a spiked frame building 58 ft. 9 in. high. We will operate it with gasoline power and will be ready for business within a week.—Claude B. Jones, mgr. of the Garman Grain Co.

Cambridge City, Ind.—The recent heavy rains have put the sod and soil in Wayne and adjoining counties in good condition for wheat sowing which is now well along. A number of Indiana farmers are not inclined to seed too early fearing devastation by fly and other pests. The indications are that the usual full acreage will be sown.—F.

IOWA.

Allison, Ia.—J. T. Cook & Co have bot the elvtr of Flynn Bros.

Perry, Ia.—The Neola Elvtr. Co. will build a new elvtr. here.

Creston, Ia.—Treanor, Girard & Co. have bot the elvtr. of Wray Bros.

Dickens, Ia.—I bot the elvtr. of J. E. Carlon, Sept. 1.—C. M. Varney.

Mt. Ayr, Ia.—E. E. Hayes & Son will build a 12,000-bu. elvtr. at this station.

Mason City, Ia.—I am agt. of the Western Elvtr. Co. at this station.—E. A. Ellis.

Conesville, Ia.—H. H. Owens and Wm. McCormick have bot the elvtr. of McKey Bros.

Knoxville, Ia.—Stewart & Co., lumber dealers, are contemplating the erection of an elvtr.

Latimer, Ia.—The organization of a farmers elvtr. company to buy the elvtr. of Wm. Senf, is being agitated.

Libertyville, Ia.—The elvtr. of the Farmers Elvtr. Co. is nearly complete and will be ready for business Nov. 1.

Kelly, Ia.—We will install motor power and equip our elvtr. with electric lights later.—Agt. B. A. Lockwood Grain Co.

Oakville, Ia.—Eugene T. Van Dyke, formerly of J. C. Van Dyke & Son, Winfield, is now mgr. of the Farmers Grain Co.

Kellerton, Ia.—Grant McCulloch is interested in the organization of a grain company at this station to build an elvtr.

Wellsburg, Ia.—I have bot the elvtr. of E. A. Bowles and am operating under the name of the Wellsburg Grain Co.—Anno Peters.

Kiene sta., Coggon p. o., Ia.—We are building a 15,000-bu. elvtr. at this station.—King-Wilder Grain Co., Cedar Rapids, Ia.

Panora, Ia.—J. R. Davies is pres. and Oscar Duhl sec'y of the recently organized Farmers Elvtr. Co., which will build an elvtr.

Manilla, Ia.—Frank Brown, E. A. Packard and R. Rassmussen have formed a partnership and will engage in the grain business.

Taintor, Ia.—C. C. Terrell is operating the two elvtrs. of Chas. Miller at this station and there are no other regular operators here.

Pleasantville, Ia.—Seth Way & Co. have torn down the old granary owned by the company, to make room for the new 5,000-bu. elvtr. it will build.

Rinard, Ia.—A new Farmers Elvtr. Co. has been organized with 45 members. The Interurban Co. will build an elvtr. and lease it to the new company.

Sergeant Bluff, Ia.—The Sergeant Bluff Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, Hans Frederickson, L. N. Carter and C. S. Murphy.

Iowa Falls, Ia.—H. Clay Shaw, traveling representative for Rosenbaum Bros., has moved from Springfield to this city, in order to be in closer touch with his territory.

Madrid, Ia.—Wm. H. Williams has bot the elvtr. of the estate of his brother, S. B. Williams, and will rebuild the elvtr. in the spring, handling coal and seeds in addition to grain.

Sioux City, Ia.—About 20,000 bus. of wheat and 5,000 bus. of corn and oats were ruined by water in the recent fire that partially destroyed one of the mills of the Mystic Mfg. Co., causing a loss of \$80,000.

Bagley, Ia.—Yeggmen blew open the safe in the elvtr. at this station, Oct. 2, and secured \$600 in cash. They also took a large number of checks and drafts, but payment has been stopped on them. The loss was not discovered until the morning of Oct. 4.

Buffalo Center, Ia.—We have bot the elvtr. of L. C. Sutherland, formerly owned and operated by L. M. Slaba and as the Farmers Elvtr. Co. has bot the elvtr. of the Federal Elvtr. Co., there are only two firms handling grain here now instead of four.—C. E. Holcomb, Iowa Grain Co.

Pocahontas, Ia.—We have secured a site on the C. & P. R. R. and have let contract to the Younglove Constr. Co. for a 25,000-bu. elvtr., the equipment to include a Western Sheller and Cleaner and 20-h.p. electric motor. We have incorporated for \$10,000 and L. E. Calvin is sec'y and treas.—E. M. Richards, pres. and gen. mgr. Pocahontas Grain Co.

Eldora, Ia.—H. A. Schmitt, the hustling Dutchman of Eldora, who owns an elvtr. on the M. & St. L., has purchased the elvtr. on the C. & N. W. from Ed Davis, taking possession of same Oct. 14. Ray Lewis will be agt. of the new house. Mr. Schmitt last week also bot Mr. Lynks elvtr. at Hues siding on the C. & N. W., and will take possession Oct. 28. He also loads grain at Seacore siding on the North Western.—H. Clay Shaw, Iowa Falls.

Kellerton, Ia.—We will build a duplicate of the house at Davis City at this station and will be ready for grain in about 40 days, operating it under the name of the Kellerton Grain Co. I will also manage this house. G. H. Birchard has the contract for both elvtrs, and both companies will be incorporated for \$15,000 each.—C. R. Rauch, mgr. Iowa-Missouri Grain Co., Lamoni.

Davis City, Ia.—Our new 10,000-bu. elvtr. is all enclosed and will be ready for business within the next 10 days. It is covered with galvanized iron and equipped with a 12 h.p. gasoline engine, hopper scale, ear corn feeder, wagon scale and corn and wheat cleaner, all of the Fairbanks Morse make. It will be operated under the name of the Davis City Elvtr. Co., and I will be mgr.—C. R. Rauch, mgr. Iowa-Missouri Grain Co., Lamoni.

KANSAS.

McLouth, Kan.—The elvtr. of Sykes & Glynn has been completed.

Corning, Kan.—The Derby Grain Co. has leased the elvtr. at this station.

Geneseo, Kan.—J. M. K. Smith is now mgr. of the Kansas Grain Co. at this station.

Riverdale, Kan.—Our new 15,000-bu. elvtr. is completed.—F. Strong, Strong & Haskett.

Copeland sta., Colby p. o., Kan.—Collingwood & Collingwood are contemplating an elvtr. at this station.

Hoisington, Kan.—G. A. Adams and I are in the grain business at this point operating as Adams & Hall.—H. G. Hall.

Fredonia, Kan.—Hampton Bros. of La Fontaine have bot the elvtr. of the Fredonia Grain Co. and will install a feed mill.

Sedgwick, Kan.—Our elvtr. at this station has been leased to P. E. Gingrass who will operate it in connection with his own house.—A. E. Barkmeyer, Barkmeyer Grain Co.

Wellington, Kan.—Work has been started on the elvtr. of J. D. Infield, which is being erected on the site of the elvtr. of the Hunter Mill & Elvtr. Co., Mr. Infield having bot and torn down the old house.

Bluff City, Kan.—The elvtr. of the Farmers' Elvtr. Co. is not in operation and the elvtr. of the Miller Grain Co. is also closed. I am no longer in the grain business.—Chas. Burle, former lessee of the Farmers' Elvtr. Co.

Bison, Kan.—M. W. Jones and D. S. Erni have dissolved partnership, Mr. Jones taking over the elvtr. of the firm. Mr. Erni has let contract for a 12,000-bu. ironclad elvtr. to the P. H. Pelkey Constr. Co., the equipment to include a Richardson Automatic Scale, 12 h. p. engine, King Car Mover, Eureka Cleaner and 5-ton wagon scale. The house will be built on the site of the elvtr. of Jones & Erni, destroyed last spring by a cyclone.

WICHITA LETTER.

The hearing on intra-state milling-in-transit before the Public Utilities Commission, has been postponed to Oct. 30.

J. W. Binding and W. J. Stevens have formed a company to engage in the wholesale flour and feed business at Fort Smith, Ark.

Henry Bird, traveling representative for Edward Kelly, was married Oct. 15 to Miss Lola Stanley, stenographer for the same firm.

Thomas M. Thomas, mgr. of the Wichita office of the Orthwein Matchette Co. of Kansas City, was married to Miss Julia Bitting Oct. 9.

The Wichita Exposition held in the Forum during the week of Oct. 6 was a complete success, every known variety of grain, hay, fruit and vegetables grown in the state were shown. The Board of Trade was active in the success of the show, offering \$300 in prizes for the best exhibits of wheat and kafir. A great many grain dealers and millers were in attendance.

KENTUCKY.

Hopkinsville, Ky.—Joe P. Dunlop of the Dunlop Mlg. Co. of Clarksville, Tenn., has bot the plant of the Acme Mills & Elvtr. Co. The price is said to have been \$50,000.

Louisville, Ky.—The attitude of the L. & N. Ry. Co. which has an extensive switching system at this market, in charging other lines \$2 per car for delivery over its tracks and in refusing to handle shipments over other lines from competitive points at any price, is strongly condemned by the special com'te appointed by the Board of Trade to investigate the switching situation, in its report back to the exchange and a complaint will in all probability be lodged against the railroad with the Interstate Commerce Commission. The shippers of the territory are indignant over the inconveniences and annoyances resulting from the action of the carrier. Every effort will be made by the Board of Trade to have the present methods of the L. & N. corrected.

Louisville, Ky.—The State Railroad Commission has put into effect the amendment to the storage and demurrage rules of the state as suggested at a conference of grain shippers and railroad men held Aug. 26. The rule provides that: When consignor gives to forwarding agt. full name and address of the consignee, the forwarding agt. shall at once notify receiving agt. and he in turn shall notify consignee by mail within 12 hours, giving instructions to postmaster to return message if not delivered in 48 hours. If shipment is not called for within 8 days, receiving agt. shall notify consignor stating all storage charges. Upon payment of storage and shipping charges by the consignor after notification for reshipment to the forwarding agt. all storage charges stop.

Hopkinsville, Ky.—John B. Galbreath, former sec'y of the Acme Mills & Elvtr. Co., was found guilty Oct. 9, of the charge of embezzlement from a corporation in receiving a dividend when he knew that the concern was insolvent, and was sentenced to 2 years in the penitentiary. The case has been bitterly fought on both sides and motion for a new trial has been made, should this be refused an appeal will be taken to the Supreme Court. The indictment is one of eight against Mr. Galbreath for alleged irregularities in connection with the management of the mills, a \$200,000 corporation, which collapsed in 1909. Mr. Galbreath's defense was that he did not know the corporation was insolvent and that he had never drawn the money on the dividend that had been credited to him on the books. On his first trial last March the jury hung.

LOUISIANA.**NEW ORLEANS LETTER.**

Local dealers are rejoicing over the fact that New Orleans has been chosen as the convention city for the 1913 convention of the Grain Dealers National Ass'n.

The many friends in the grain trade of Postmaster A. F. Leonhardt will regret to learn that he was operated upon last week for appendicitis. At last reports he was doing nicely.

The total amount of wheat unloaded from cars to the elvtrs. at Westwego, up to Oct. 17, was 2,918,600 bus. and of this amount 2,660,000 bus. has been shipped for export, leaving the present supply in the elvtrs., 258,000 bus.

Generally, the grain business is good, altho some dealers complain of the scarcity of local buying. Corn products were in fair demand in a jobbing way. It was said that this would in all likelihood continue to be the case until the new crop begins to move.

From present indications, heavy sales of wheat will go to Europe in the next two or three weeks, shipment to be made by tramp steamers from New Orleans. Local brokers report that bids from the other side are one to two cents out of line and state that they have been unable to book ocean room on account of high tonnage.

Receipts of grain at New Orleans during September, included 1,431,000 bus. of wheat, 240,000 of corn and 247,000 bus. of oats; compared with 95,000 bus. of wheat, 124,500 of corn and 122,600 bus. of oats received in September, 1911. Shipments for the month included 1,445,689 bus. of wheat, 88,465 of corn and 25,129 bus. of oats; compared with 32,013 bus. of wheat, 220,857 of corn, and 1,913 bus. of oats shipped in September, 1911. H. S. Herring, sec'y Board of Trade.

MARYLAND.

Baltimore, Md.—Gen. Mgr. C. W. Gallo-way of the B. & O., recently presented John H. Ankenbauer, watchman at the B. & O. Elvtr. B. with a gold watch and chain, in recognition of his bravery during the fire in that elvtr. on July 26.

MICHIGAN.

Harriette, Mich.—No elvtr. is being built at this station at present.

McCords, Mich.—Jay S. Ellis has just completed an elvtr. and will install a gas engine.

Niles, Mich.—Ground has been broken for the new three-story elvtr. of the Niles Grain Co.

Gaylord, Mich.—The Saginaw Grain Co. of Saginaw has opened a branch office here with Arthur May in charge.

Doster, Mich.—The new 10,000-bu. elvtr. of Stevens & Martins was finished and put into service in July.—A. S. Hilt.

Caro, Mich.—Chester Swan, bookkeeper for the Tuscola Elvtr. Co., was married Oct. 7 to Miss Ella Mead of Mt. Pleasant.

Standish, Mich.—The Standish Elvtr. Co. incorporated; capital stock, \$12,000; incorporators, Frank T. Coughy, and L. W. Murray.

The Tri-State Grain Producers' & Shippers' Ass'n will meet at Lima, O., Nov. 8, where practical moisture tests will be demonstrated.

Chilson, Mich.—Brogan & Brady have made arrangements to open the plant of the Michigan Mlg. Co. which has been closed since the death of Agt. Frank Reimann.

Saginaw, Mich.—The elvtr. of the Saginaw Grain Co. was recently struck by lightning where the electric wires furnishing the operating power of the elvtr., are attached to the building. No damage resulted, the heavy rain putting out the flames.

Detroit, Mich.—A new schedule of uniform rates has been prepared by the railroads of the state, and the railroad commission, whose request for uniform rates is three years old, will be asked to ratify it. The new rates will be of great advantage to shippers.

Detroit, Mich.—While working on the construction of the Commercial Mlg. Co.'s new mill at Detroit, Mich., Oct. 10, a workman fell 75 feet and was killed. The accident comes under the provisions of the Michigan compensation act. The Commercial Mlg. Co. was protected by insurance with the Millers' Mutual Casualty Co.

Sunfield, Mich.—Geo. Triphagen, mgr. and sec'y of the Sunfield Elvtr. Co. has brot suit against John H. Palmer, alleging that Palmer is buying and selling grain in the name of his minor son, Paul Palmer, and that this is in violation of an agreement made at the time of the sale of the elvtr. of John H. Palmer & Co. to the plaintiff last April, when Palmer agreed to keep out of the grain business for two years. Mr. Triphagen asks an injunction to restrain the elder Palmer from carrying on the grain business.

MINNESOTA.

Porter, Minn.—Nick Eilen has bot the elvtr. of Miller & Miller.

Fairmont, Minn.—Henry Rippe has bot the elvtr. of the Fairmont Elvtr. Co.

Alberta, Minn.—Guy Stewart has entered the grain business on his own account.

Erskine, Minn.—Matt Johnson of Fertile, has been engaged as mgr. of the Erskine Elvtr. Co.

Verdi, Minn.—Heilig & Tweed have bot the elvtr. of the Verdi Grain Co. and will take possession Nov. 1.

Albany, Minn.—Jos. Lehner, formerly agt. for the National Elvtr. Co., is in business on his own account.—Jos. Vos.

Westbrook, Minn.—J. J. Christy has succeeded the Christy Grain Co., taking over all the interests of the other partners.

Akeley, Minn.—We have no elvtr. or warehouse of any kind here and it seems a good opening for one.—C. E. Foster, Jr.

Mazeppa, Minn.—A new Farmers' Elvtr. Co. has been organized here and has taken over the elvtr. of the defunct company.

Bagley, Minn.—I am out of the grain business.—F. S. Kalberg, formerly sec'y and treas. Clearwater Co-operative Ass'n.

Dudley, sta., Marshall p. o., Minn.—The elvtr. of the United Flour Mills Co. has been opened and Chas. Donoghue is again agt.

Holdingford, Minn.—The farmers have built an elvtr. half-way between Albany and New Munich and John Buietz is agt.—Jos. Vos.

Hitterdahl, Minn.—We have just built the largest and neatest coal shed you could find. It is 16x72 ft. divided into 7 bins.—Solum Elvtr. Co.

Adams, Minn.—J. D. Schneisel of Ridge-way, Ia., has bot and taken possession of the elvtr. of Downey & Lacher, who purchased it from M. & J. Kresback, July 1, 1912.

Graceville, Minn.—M. T. Mahoney has succeeded T. R. Horner as mgr. of the Monarch Elvtr. Co., Mr. Horner resigning after 20 years service, on account of ill health.

Duluth, Minn.—R. C. Schiller has been admitted to membership in the Board of Trade and C. M. Amsden and F. A. Greene have withdrawn from membership.—Chas. F. Macdonald, sec'y.

Alden, Minn.—Carl W. Swan, mgr. for G. A. Swan, was seriously injured when his clothes caught on a shaft in the elvtr. and he was thrown down with great force. He is recovering slowly.

Kenyon, Minn.—While loading a car at the elvtr. of the Farmers' Elvtr. Co., Henry Lee, an employee, fell backwards from the car and suffered severe bruises, but is not thot to be seriously hurt.

Warroad, Minn.—Our 30,000-bu. elvtr. will be completed Nov. 1. The farmers are not building an elvtr. as reported some time ago. Lewis Hanson, Matt Barzen and myself are incorporating the Warroad Grain & Seed Co. and will handle the elvtr.—Geo. Marvin.

St. Paul, Minn.—Representatives from the Minnesota Employers' Ass'n, Minnesota Federation of Labor and the Minnesota Bar Ass'n and a special com'te of five appointed by the state senate held a conference at the Capitol Bldg. Oct. 18, in an effort to reach an agreement between employers and employees of the state on the terms of a workingman's compensation act.

Receipts of grain at Duluth during September included 17,413,109 bus. of wheat, no corn, 595,295 of oats, 2,140,399 of barley and 613,527 bus. of rye; compared with 7,214,613 bus. of wheat, 170,112 of corn, 320,827 of oats, 2,303,913 of barley and 243,876 bus. of rye during September, 1911. Shipments for the month included 13,941,648 bus. of wheat; no corn, 702,756 of oats, 1,522,389 of barley and 515,454 bus. of rye; compared with 3,461,571 bus. of wheat, 179,639 of corn, 63,007 of oats, 1,757,312 of barley and 180,694 bus. of rye shipped during September, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

G. Blanchard, traveling representative of the Gould Grain Co., was married to Miss Catherine Dunbar of Sioux City, Sept. 28. They will reside at Marshall, Minn.

E. W. Nelson, bookkeeper for the Loftus-Hubbard Co., is charged with the embezzlement of a \$510 shortage in his accounts and is held to the grand jury in \$1,500 bail.

A. S. Jackson, Edward F. Leland, both of Chicago, and Charles Kennedy of Buffalo, purchased memberships in the Chamber of Commerce, Oct. 12, paying \$4,000 each.

The Chamber of Commerce has paid off \$65,000 of its bonded indebtedness during the year ending Sept. 30, according to the annual report. Its real estate holdings are valued at \$1,222,845.

Electric Malting Co. and the Ray Grain Co. no longer hold membership in the Chamber of Commerce. The Pioneer Malting Co. and the Keystone Grain Co. have been admitted to membership.

Ware & Leland, grain commission merchants and brokers, of Chicago, have opened an office in this city with B. S. Stephens in charge. They will have a private wire in operation before the first.

The claims of F. M. Davies & Co. and the Minneapolis Grain Co. amounting to \$1,718.80 against the membership of A. J. Norby who died recently, have been allowed by the directors of the Chamber of Commerce and the membership will be sold today to the highest bidder to satisfy the creditors.

A transit and policing buro was formed at this market, Oct. 3, with G. K. Kimball of Kansas City in charge. All documents relating to milling-in-transit matters will be filed with the buro instead of the railroads as heretofore. The offices of the new dept. are in the Chamber of Commerce Bldg.

While Joseph Reece, salesman for the Minnesota Grain Co., was on his way to the bank Oct. 18, with a deposit of \$115,000 in checks, the wind caught the checks and sent them flying in all directions, some of them being found a block away. All but four were recovered and payment has been stopped on these.

John G. McHugh, the popular sec'y of the Chamber of Commerce, and Mrs. Jennie B. McHugh, widow of James V. McHugh, brother of the bridegroom, were quietly married Oct. 15. The honeymoon will be spent in California. James V. McHugh, prominent in grain circles of the northwest, died suddenly while bathing Aug. 9, 1908, from heart disease at Lake Minnetonka.

MISSOURI.

Craig, Mo.—F. M. Ward is mgr. for the Farmers' Elvtr. Co.

Cameron, Mo.—The Eddy & Seaton Grain Co. has bot the property of the Reliance Roller Mills Co. and will remodel it into an elvtr.

St. Joseph, Mo.—The plant of the United States Grain, Flour & Feed Co. was struck by lightning Oct. 10 and burned to the ground; loss \$10,000.

St. Joseph, Mo.—Harry C. Hughes, for eight years elvtr. supt. for the A. J. Brunswick Grain Co., died at 8:30 p. m., Oct. 7, after a lingering illness.

Lee's Summit, Mo.—I have sold my elvtr. and grain business to Chas. Owens of Brunswick. I will continue in the implement business only.—E. P. Clark.

KANSAS CITY LETTER.

W. G. Haseltine has severed his connection with the McEwen Grain Co. and is said to be contemplating engaging in business for himself.

The transportation com'te of the Board of Trade and representatives of the Millers Club held a conference Oct. 9 with H. G. Wilson, transportation commissioner of the Commercial Club and G. A. Kimball, joint agt. of the railroads entering the city, and drew up a form by which all grain shipments, transit and non-transit, can be reported in accordance with the order of Aug. 15, of the Interstate Commerce Commission, requiring all grain firms to furnish the Com-

mission with a daily report on the subject of milling in transit shipments of grain and grain products. Up to the present time no reports have been made because the railroads had not agreed upon a form or method of reporting.

At the instance of H. G. Wilson, transportation commissioner of the Commercial Club, the railway and warehouse commissioners sent word to all elvtr. owners, Oct. 7, that there can be no advance in rates of storage of grain except on January 1 and that no consent would be given for an advance.

ST. LOUIS LETTER.

The Felkel injunction suit has been taken under advisement by Circuit Judge Shields.

Kern Grain Co., incorporated; capital stock \$10,000; incorporators C. E. Kern, Wm. Burke and E. M. Clark.

The first new corn to arrive at this market was received Oct. 11, from Oklahoma, grading No. 2 and No. 3.

Zeb Owings, for the last 15 years commercial reporter for the price current, has accepted the position of mgr. of the grain dept. of Toberman, Mackey & Co.

At a recent meeting of the St. Louis Grain Club, the reports of a number of standing com'tes were heard and the uniform grain contract was discussed.

Sec'y Eugene Smith of the Merchants Exchange is making a trip to Chicago, Minneapolis and Kansas City, to investigate the methods used at these points to gather grain statistics with a view of applying any improvements he may find to the home market.

The Merchants Exchange Progressive Campaign Club was organized Oct. 12, with R. W. Boisselier as temporary chairman and John Kissner as temporary sec'y. At the next meeting a permanent organization will be effected and com'tes appointed for the coming exchange contest.

The following were recently admitted to membership in the Merchants Exchange: C. E. Kern, Jas. A. McCreery and Wm. R. Tate. S. E. Murray, O. F. Spindler, John V. Botto, Otto Brinkmeyer, G. A. Gormally and Julius B. Cronheim have resigned from membership.—Eugene Smith, sec'y.

In Missouri the State Railroad & Warehouse Commission is elected, instead of appointed by the governor as in other states, hence the November election may put into control of the Commission the spoilsman who will saddle upon the trade a new crew of political grain inspectors. Several remedies for this political method of recruiting the grain inspection service are suggested: civil service, appointment of the commissioners by the governor, or a comprehensive public utilities law.

Wm. P. Kennett, a former pres. of the Merchants Exchange died Oct. 12 of kidney disease, having been ill for over a year. Mr. Kennett was 62 years old and a native of this city. In 1880 he became mgr. of the grain and stock firm of the Francis J. Kennett Co. of New York, but in 1881 he returned to this city and entered the employ of David R. Francis & Bro. In 1884 the firm was incorporated as the D. R. Francis & Bro. Com's'n Co., with Mr. Kennett as a stockholder, director and sec'y. In 1896 he was appointed agt. and acting receiver of the Union Elvtr. Co. He became pres. of the Merchants Exchange in 1899 and at the time of his death was pres. of the German-American Bank. He is survived by a son and a daughter. The former presidents and many members of the exchange attended the funeral in a body and resolutions were adopted by the exchange and the rostrum will be draped in mourning for 30 days.

MONTANA.

Polson, Mont.—J. H. Cline, of Concordia, Kan., has completed his 30,000-bu. iron-clad elvtr. at this station. The Hodge Navigation Co. has also built a large grain warehouse.

Philipsburg, Mont.—We have just completed our 25,000-bu. elvtr. at Hull station and will finish a 40,000-bu. house here this week.—Nels Enge, mgr. Granite County Mlg. & Elvtr. Co.

Stanford, Mont.—The 30,000-bu. elvtr. of the Farmers Elvtr. Co. has been opened and Mgr. Anderson is receiving grain. The elvtr. is equipped with a 1,500-bu. per hour cleaner and an 8-ton Fairbanks scale. The driveway to the elvtr. is 2 ft. wider than is the rule, so that six and eight-horse teams can be used when necessary. A power device will later be installed so that wagonloads can be hauled onto the scale.

Great Falls, Mont.—The permanent organization of the Montana Grain Dealers Ass'n. was effected at a meeting held Oct. 7 in the offices of the Royal Mlg. Co. The meeting was well attended and the following officers elected: F. L. Benepe, Bozeman, pres.; L. F. Miller, Billings, vice-pres.; F. F. Lewis, Brady, treas., and G. M. Porter, Billings, sec'y. G. D. Holiker, Glendive; H. U. Brownlee, Moccasin; Chas. E. Beebe, Butte; F. L. Gray, Polson; C. W. Sweet, Bozeman; P. L. Howe, Minneapolis; August Schwachheim, Cascade; J. A. Oakes, Culbertson; J. W. Sherwood, Great Falls; J. H. Anderson, Roundup; C. H. Richardson, Missoula, and C. R. McClave, Lewistown, are the directors of the ass'n. The next meeting will be subject to the call of the pres. and will be later in the year when the bulk of the crop has been taken care of.

NEBRASKA.

Blue Springs, Neb.—James McGuire has bot the elvtr. of G. W. Wineland.

Thayer, Neb.—I am agt. for the Updike Grain Co., Mr. Collitt having resigned.—Marion King.

Arnold, Neb.—E. D. Gould, of Kearney, is contemplating the erection of an elvtr. at this station.

Houston, Neb.—My successor as agt. for the Updike Grain Co. is L. Keller.—Marion King, agt. for same company at Thayer.

Dodge, Neb.—The Farmers Grain & Lbr. Co. report a successful six months' business and made a dividend of 15%.—Ben Borgmeyer, mgr.

Bancroft, Neb.—A Farmers Grain Co. has been organized at this station and has paid in \$6,200 of its \$10,000 capital. Chas. Graff and R. H. Stafford are interested.

McCook, Neb.—The McCook Mlg. Co. has installed a 35-h.p. oil engine and made repairs in the plant costing \$2,000. We have installed a feed grinder.—S. S. Garvey, agt. Updike Grain Co.

Odell, Neb.—I have resigned my position with the Central Granaries Co. and have been succeeded by W. L. Temple of Norcatur, Kan. I am now with an implement house in Kansas City.—H. F. Freytag.

Naponee, Neb.—Peter Rasmussen has let contract to the Pelkey Const. Co. for an iron-clad elvtr., actual work starting last week. It will be equipped with hopper scale, Eureka Cleaner, wagon scale and a 10-h.p. engine.

Tekamah, Neb.—John Strawser, mgr. of the Farmers Elvtr. Co. at Hadar, will succeed me as mgr. of the Farmers Grain & Lbr. Co. at this station Nov. 1. I am going to Florida and will be out of the grain trade.—C. J. Petersen.

Syracuse, Neb.—We are installing an automatic scale in our elvtr. and putting in a manlift. I have just returned from a vacation to Seattle and am again agt. here. Am in line for a pension but am too active for that yet.—John Ridgway, agt. Duff Grain Co.

Thayer, Neb.—The Farmers Grain Ass'n incorporated; capital stock \$20,000; incorporators H. E. Calkins and others. The new company has bot the elvtr. of the Van Wickle Grain & Lbr. Co. and I am mgr.—A. Sinamark, formerly agt. of the Updike Grain Co.

Clarks, Neb.—I am now mgr. of the Merrick County Farmers Co-operative Ass'n.—M. Ellingson.

Omaha, Neb.—The annual meeting of the Farmers Grain Dealers Ass'n of Nebraska will be held in this city Dec. 16 to 18. Important subjects of discussion will be "Losses in Transit," "Car Shortages," "Mutual Insurance" and "Protection of Shippers at Terminal Markets."

Beatrice, Neb.—The E. S. Miller Co., of Firth; F. S. Johnson & Co., of Milford, and the Nebraska Corn Products Co. of this city, have been consolidated and will open offices at Lincoln operating under the name of the Nebraska Corn Mills, with a total capacity of 15,000 bus. per day.

It is proposed to amend the definition of co-operation now used in the Nebraska law as follows: "Section 1. For the purposes of this act, the words 'co-operative company, corporation or ass'n' are defined to mean a company, corporation or ass'n which authorizes the distribution of its earnings in part, or wholly, on the basis of, or in proportion to, the amount of property bought from or sold to members, or to members and other customers, or of labor performed, or other service rendered to the corporation." The action is to be taken on account of the desire of some companies to prorate dividends to non-stockholders on the basis of their patronage given to the co-operative companies.

NEW ENGLAND.

Boston, Mass.—The Port Directors have voted \$2,500,000 for the immediate improvement of the commonwealth pier and the adjacent property. Tenders for the work, to include the erection of an elvtr. will be received at an early date.

Boston, Mass.—Geo. F. Cole was sentenced recently to six months in jail on the charge of using the mails to defraud. Cole would receive and sell the produce of the farmers and when the victims wrote for settlement their letters were returned with a death notice of Geo. Cole pasted on top.

Boston, Mass.—The com'te on by-laws and constitution appointed by the hay, grain, flour and feed men of the Chamber of Commerce at the July meeting, made a report at a meeting Oct. 1, the report being adopted with very few changes, the main one being a change in the name from the "Grain Exchange" to the "Grain Board of the Chamber of Commerce."

Boston, Mass.—John E. Soper, veteran member of the Chamber of Commerce and for over 50 years prominent in the grain trade at this market, died Oct. 14, at his home in Melrose, at the advanced age of 84. At the time of his death he was senior member of J. E. Soper & Co. and was formerly a member and director of the old Corn Exchange, which was absorbed by the Chamber of Commerce, of which he later became a vice-pres. At 18 he began at the bottom in a grain house and gradually worked his way up to the highest office in the firm. He is survived by his wife and two daughters.

NEW YORK.

New York, N. Y.—Robert F. Straub, for 10 years with E. Pfarrius & Co., has gone with H. P. Mulhall.

New York, N. Y.—Edward T. Clapham has been elected to membership in the Produce Exchange and will represent J. F. Hammers & Co. of Boston on the Exchange.

New York, N. Y.—Robert T. Burke, former representative of Rumsey & Co., on the Produce Exchange, now represents Jackson Bros. & Co., of Chicago, on the Exchange.

Perry, N. Y.—Ewart & Lake, of Groveland, are building an elvtr. and warehouse; the buildings and equipment to cost \$25,000. The plant will be in operation by Nov. 1.

New York, N. Y.—The establishment of a future market for Canadian wheat was recommended Oct. 22 to the Grain Com'te of the Produce Exchange, at a special com'te meeting.

New York, N. Y.—Henry Johnstone, the well-known grain exporter, who has been practically idle for the last two years on account of the short crops, is again doing business on the Produce Exchange.

East Aurora, N. Y.—We have taken over the business which has been conducted for the last 20 years by Griggs & Ball. Officers of the recently incorporated company are Fay H. Ball, pres., Abbott S. Griggs, vice-pres., and Harry G. Henshaw, sec'y and treas.—The Griggs & Ball Co.

Brooklyn, N. Y.—Alleging that the East New York Grain Co. has made preferential payments and has transferred property while insolvent, the creditors of the company have filed a petition in bankruptcy against it. The Reed & Powell Transportation Co., Ltd., have a claim of \$2,300, Philip Dinger one of \$75.87 and John Jones one of \$239.93.

BUFFALO LETTER.

Wm. G. Shomers, weighmaster at the Gt. Eastern Elvtr., died Oct. 2, at the age of 51 years.

Failure to collect margins and a gradual decline in business are said to be responsible for the recent suspension of R. B. Lyman & Co.

The advance in rates for unloading or transfer by the Iron Elvtr. & Transfer Co. from $\frac{1}{4}$ to $\frac{1}{2}$ cent per bu., made some time ago, has just been rescinded, and the charge will stand at $\frac{1}{4}$ cent, being paid by the railroads.

John Kennedy, charter member of the old Board of Trade, and for 48 years prominent in the grain trade of this city, died at 7:30 a. m., Oct. 9, after an illness of 3 weeks duration. Mr. Kennedy organized the firm of Kennedy, Pfol, Leaman & Johns, 53 years ago, retiring from active business in 1907. He was 72 years old at the time of his death and is survived by three sons and three daughters.

Effective Nov. 1st, 1912, Rule 16, Sec. 2, reading as follows: "For receiving, selling and accounting for consigned grain in carload lots $\frac{1}{2}$ c per bu. shall be charged on shelled corn and oats, 1c per bu. on wheat, rye, barley and ear corn," has been amended as follows: "For receiving, selling and accounting for grain consigned in carload lots $\frac{3}{4}$ c per bu. shall be charged on oats, 1c per bu. on shelled corn, wheat, rye and barley, and 2c per cwt. on ear corn."—Fred E. Pond, Sec'y Corn Exchange.

NORTH DAKOTA.

Napoleon, N. D.—I am installing a new wagon scale.—Joseph Meier.

Robinson, N. D.—The Anderson Grain Co. has built an elvtr. here.

Kermit, N. D.—I am now agt. for the Atlantic Elvtr. Co.—L. Long.

Woods, N. D.—I am now agt. for the Monarch Elvtr. Co.—E. V. Nichols.

Litchville, N. D.—I am now agt. for the Amenia Elvtr. Co.—F. E. Olsen.

Lehr, N. D.—A. Nagel & Son have succeeded Lehr & Co.—J. H. Jenner.

Kenmore, N. D.—The elvtr. of Wm. Putnam is closed.—Frontier Mfg. Co.

Ayr, N. D.—I am now mgr. of the Farmers Elvtr. Co.—Cecil H. Peterson.

Towner, N. D.—I am now agt. for the Imperial Elvtr. Co.—F. P. Wilson.

Buchanan, N. D.—I am now agt. for the Occident Elvtr. Co.—F. J. Sturma.

Farmington, N. D.—I am now agt. for the Monarch Elvtr. Co.—Robt. J. Hass.

Tokio, N. D.—I am now agt. for the Farmers Grain Co.—G. A. Buttery.

Great Bend, N. D.—I am now agt. for the Monarch Elvtr. Co.—S. Crandall.

Lakota, N. D.—I am now agt. for the Farmers Grain Co.—Walter N. Larson.

Pleasant Lake, N. D.—I am now agt. for the Imperial Elvtr. Co.—F. P. Williter.

McVillie, N. D.—Fred Lrutschek is now agt. for J. E. Cary.—National Elvtr. Co.

Embsen, N. D.—A. Gebhart is now agt. for the Crown Elvtr. Co.—Dodge Elvtr. Co.

Wilton, N. D.—The Andrews Grain Co. is building at this station.—Wilton Merc. Co.

Hong sta., York p. o., N. D.—I am now mgr. of the Farmers Elvtr. Co.—Geo. Mann.

Judson, N. D.—I am now mgr. for the Bingenheimer Merc. Co.—E. H. Pathmann.

Spiritwood, N. D.—G. E. Hambly is now agt. Occident Elvtr. Co.—Powers Elvtr. Co.

Regent, N. D.—Wm. Pollock is now agt. for the Western Grain Co.—Regent Grain Co.

Sweet Briar, N. D.—The Bergenheimer Merc. Co. has succeeded the Farmers Elvtr. Co.

Shawnee, N. D.—I am agt. for the St. Anthony & Dakota Elvtr. Co.—James Jerp-bak.

Walhalla, N. D.—We have increased the capacity of our house to 25,000 bus.—Lee Bros.

Hankinson, N. D.—Mat Yost is now agt. for the Osborne McMillan Elvtr. Co.—J. J. Jones.

Enloe sta., Sperry p. o., N. D.—I am now agt. for the National Elvtr. Co.—Oliver Bolme.

Still sta., Wilton p. o., N. D.—The Anderson Grain Co. will build an elvtr. at this station.

Oswald sta., Fairmount p. o., N. D.—I am agt. for the Atlantic Elvtr. Co.—A. J. Theede.

Olmstead, N. D.—I am now agt. for the St. Anthony & Dakota Elvtr. Co.—G. W. Shively.

Brinsmade, N. D.—James Harney is now mgr. of the Farmers Elvtr. Co.—F. W. Bowman.

Petersburg, N. D.—I am now agt. for the St. Anthony & Dakota Elvtr. Co.—F. C. Stedman.

Maddock, N. D.—O. T. Wold is now agt. for the Gt. Western Grain Co.—Federal Elvtr. Co.

Reynolds, N. D.—Chas. H. Davis is now agt. for the National Elvtr. Co.—Farmers Elvtr. Co.

Forest Run, N. D.—The Amenia Elvtr. Co. is not operating this season.—Thorpe Elvtr. Co.

Barton, N. D.—The Duluth Elvtr. Co. has closed its elvtr.—K. E. Larson, agt. McCabe Bros.

Michigan, N. D.—The Swanston Elvtr. Co. has succeeded T. H. O'Connell.—Lamb Elvtr. Co.

Litchville, N. D.—Henry Giebank has bot the elvtr. of the Crown Elvtr. Co. Emil Aus is agt.

Shepherd sta., Cooperstown p. o., N. D.—I am now agt. for N. J. Olsen & Sons.—L. M. Leir.

Temple, N. D.—We have succeeded the Powers Elvtr. Co.—E. Torkelson, agt. McCabe Bros.

Dover, N. D.—A. C. Lundby was succeeded by E. B. Evans as agt. for T. H. Cousins of Carrington.

Loma, N. D.—Richard Lockhardt is now agt. for the Spaulding Elvtr. Co.—Northland Elvtr. Co.

Streeter, N. D.—Scarcity of cars is being felt here. The four elvtrs. will soon be filled to the roof.

Guptill sta., Carrington p. o., N. D.—H. H. Saholt has succeeded J. C. Lykle as agt. for T. H. Cousins.

Lignite, N. D.—Ed. Bohan is now mgr. for the St. Anthony & Dakota Elvtr. Co.—McIntyre & Weir.

Port Emma sta., Guelph p. o., N. D.—I am now agt. for the Northwestern Elvtr. Co.—J. J. Wallace.

Harvey, N. D.—C. Boettcher has bot the elvtr. of Fisher & Gutschmidt, owned by the H. Poehler Co.

Marion, N. D.—The elvtr. of the Sullivan Elvtr. Co. has not been opened this season.—Farmers Elvtr. Co.

Bismarck, N. D.—The Farmers Elvtr. Co. has let contract to the Grain Elvtr. Constr. Co. for its new elvtr.

Horace, N. D.—The elvtr. of the Monarch Elvtr. Co. is closed.—Sam. Hanson, agt. Gt. Western Grain Co.

Kensal, N. D.—The elvtr. of the Royal Elvtr. Co. has been closed since 1910.—Kensal Farmers Elvtr. Co.

Eckman, N. D.—R. R. Allen is now agt. for the Northland Elvtr. Co.—B. J. Wolf, agt. Atlantic Elvtr. Co.

Eldridge, N. D.—Geo. O'Brien is now agt. of the Occident Elvtr. Co.—R. W. Freeman, mgr. Powers Elvtr. Co.

Mott, N. D.—Joe Prosha is now agt. for the Columbia Elvtr. Co.—L. V. Duncanson, agt. Occident Elvtr. Co.

Fairmont, N. D.—Matt Sikoski has succeeded F. M. Myers as agt. of the Acme Grain Co.—Elliott & Co.

Rival sta., Columbus p. o., N. D.—Wm. Durick is now agt. for the Northland Elvtr. Co.—Minnekota Elvtr. Co.

Galchutt, N. D.—Wm. Roberts is scoop shoveling at this station.—Earl A. Thorpe, agt. The Heising Grain Co.

Hesper, N. D.—John Erickson is now agt. for the Powers Elvtr. Co.—Alex R. Hill, agt. Gt. Western Grain Co.

Granville, N. D.—The Granville Merc. Co. has leased the elvtr. of Oliver G. Nordmarken.—Farmers Elvtr. Co.

Gwinner, N. D.—We have installed a Richardson Automatic Scale.—Geo. Sandback, agt. Farmers Elvtr. Co.

Medina, N. D.—W. F. Stege is now mgr. of the Medina Mill & Elvtr. Co.—A. J. Olson, mgr. Farmers Elvtr. Co.

Tagus, N. D.—Frank Ahern is now agt. for the Farmers Elvtr. Co.—F. G. Woodworth, agt. Minot Flour Mill Co.

Wellsburg sta., Harvey p. o., N. D.—We have succeeded the Wellsburg Imp. Co.—J. Heil, mgr. Belligmeier & Heil.

Perth, N. D.—New agts. are H. Flora for the Imperial Elvtr. Co. and myself for the Farmers Elvtr. Co.—Cecil Taylor.

Reeder, N. D.—B. P. Bushnell is now agt. for the Geo. Bagley Elvtr. Co.—C. C. Hoyt, agt. Western Lbr. & Grain Co.

Kulm, N. D.—We have bot and will operate the elvtr. of the J. G. Dabler estate.—John A. Stolt, mgr. Farmers Elvtr. Co.

Dresden, N. D.—C. R. Peffly is now agt. for the Cargill Elvtr. Co. and I am mgr. of the National Elvtr. Co.—M. P. Biber.

Ludden, N. D.—New agts. are J. M. Bleibaum for the Knox Grain Co. and myself for the Atlas Elvtr. Co.—C. F. Austin.

Fredonia, N. D.—Grant Mathews is now agt. for the Farmers Elvtr. Co. and I am agt. for Sharp & Prutz.—John Jacoby.

Bartlett, N. D.—Clarence Simons is now agt. for the National Elvtr. Co.—A. M. Pepon, mgr. Bartlett Indpt. Elvtr. Co.

Alfred, N. D.—Hiram Hennings is agt. for the Dakota Grain Co. and I am mgr. of the Powers Elvtr. Co.—Frank Boldt.

Mylo, N. D.—Harve Smitley is now agt. for the Northland Elvtr. Co. and I am agt. for the Atlantic Elvtr. Co.—F. R. Bock.

Flaxton, N. D.—Ole Strand is now mgr. for the Victoria Elvtr. Co. and I am agt. for the Farmers Elvtr. Co.—John Smith.

Lone Tree, N. D.—Rolf Orser is now agt. for the St. Anthony & Dakota Elvtr. Co.—W. E. Tucker, mgr. Farmers Elvtr. Co.

Barney, N. D.—Otto Womsley is the new agt. of the Crown Elvtr. Co. and I am mgr. of the Barney Market Co.—J. L. Rehmet.

Hesper, N. D.—New agts. are John Erikson for the Powers Elvtr. Co. and myself for the Acme Grain Co.—F. C. Robertson.

Epping, N. D.—R. C. Ady is now agt. for the Victoria Elvtr. Co.—H. A. Schroeder, agt. St. Anthony & Dakota Elvtr. Co.

Wheelock, N. D.—Aug. Windhorn is now agt. for the St. Anthony & Dakota Elvtr. Co.—O. O. Huseby, agt. Victoria Elvtr. Co.

Palermo, N. D.—C. Kordahl, C. A. Mochson and P. W. Kinney are scoop shoveling here.—P. H. Morrow, mgr. Palmero Grain Co.

Plaza, N. D.—The Farmers Elvtr. Co. has succeeded Toberman & Deming. Theo. Faulkert is agt.—Osborne McMillan Elvtr. Co.

Edmore, N. D.—Erick Rackman is now agt. for the Burgess Elvtr. Co. and I am agt. for the Anchor Grain Co.—K. T. Melby, agt.

Grano, N. D.—New agts. here are Chas. Groves for the Atlantic Elvtr. Co. and myself for the Northland Elvtr. Co.—A. R. Hill.

Gardena, N. D.—H. Smith is the new agt. of N. J. Olson & Son and I am in charge for the Northland Elvtr. Co.—Herman Boltz.

Warren, N. D.—New agts. are H. M. Olsen for the Monarch Elvtr. Co. and myself for the Equity Elvtr. & Trading Co.—C. L. Olsen.

Sherwood, N. D.—New agts. are John Swenningson for the Anchor Grain Co. and myself for the Farmers Elvtr. Co.—A. A. Laur.

Josephine, N. D.—New agts. are J. H. Anderson for the Powers Elvtr. Co. and myself for the Andrews Grain Co.—J. E. Smith.

Neche, N. D.—S. O'Leary is agt. for the Neche Grain & L. S. Co. and I am now agt. for Winter - Truesdell - Ames Co.—C. F. Briggs.

Taylor, N. D.—New agts. are A. H. Conradson for the Lyon Elvtr. Co. and myself for the Occident Elvtr. Co.—H. B. Hanson.

Roth, N. D.—S. Robeson is now agt. for the National Elvtr. Co. and I am mgr. for the Winter-Truesdell-Ames Co.—Henry Bogstie.

Glasston, N. D.—The elvtr. of the Winter-Truesdell-Ames Co. burned Oct. 17.—M. Buchanan, agt. Monarch Elvtr. Co., St. Thomas.

Richardton, N. D.—New agts. are A. J. Scherer for the Occident Elvtr. Co. and myself for the Richardton Mfg. Co.—P. J. Schmidt.

Mandan, N. D.—New agts. are Wm. Goble for the Gt. Western Grain Co., and myself for the Occident Elvtr. Co.—J. J. Brucher.

Goodrich, N. D.—New agts. are H. C. Mittag for the Andrews Grain Co. and C. Bauder for the Crown Elvtr. Co.—Goodrich Grain Co.

Hastings, N. D.—The elvtr. of the Andrews Grain Co. has been opened with Ole Munns as agt.—N. J. Linge, agt. Dodge Elvtr. Co.

Tolley, N. D.—New agts. are Carl Roop for the Northland Elvtr. Co. and H. Christen for the Occident Elvtr. Co.—Atlantic Elvtr. Co.

Rock Lake, N. D.—New agts. are E. C. Latham for the Farmers Grain Co. and W. H. Fury for John D. Gruber Co.—Occident Elvtr. Co.

St. John, N. D.—New agts. are N. J. Bondine for the St. Anthony & Dakota Elvtr. Co. and myself for A. O. Cornwell.—F. W. Lewis.

Reynolds, N. D.—The Lee Grain Co. incorporated; capital stock \$25,000; incorporators D. J. Hennessy, Henry Reichsteig and J. M. Johnson.

Merricourt, N. D.—New agts. are M. Werner for the Merricourt Elvtr. Co. and U. Welch for the Dakota Grain Co.—Kellogg Com'n Co.

Tioga, N. D.—New agts. are Ed. Strom for the Farmers Elvtr. Co. and myself for the St. Anthony & Dakota Elvtr. Co.—Amos O. Deeter.

DesLacs, N. D.—H. I. Higy of Burlington has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co., Rex Hathaway being agt. The Farmers Elvtr. Co. has bot the elvtr. here.—O. H. Hoveland, agt. N. J. Olson & Sons, Leal.

Armourdale, N. D.—Otto Pikkarainen is now agt. for the Northland Elvtr. Co. and Paul Johnson is our agt. at this station.—Atlantic Elvtr. Co.

Kempton, N. D.—C. Adair has succeeded Frank Hart as agt. for the Farmers Elvtr. Co. and I am agt. for the National Elvtr. Co.—A. M. Enney.

Hurdsfield, N. D.—New agts. are W. J. Hirning for the Farmers Elvtr. Co. and F. M. Schulz for the Occident Elvtr. Co.—Andrews Grain Co.

Newville, N. D.—Fred Abar has succeeded H. J. Ketter as agt. for the National Elvtr. Co.—J. W. Shively, agt. St. Anthony & Dakota Elvtr. Co.

Sarles, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is closed. Ellis Thorselt is now mgr. of the Farmers Elvtr. Co.—Cargill Elvtr. Co.

Antler, N. D.—New agts. at this station are Wm. Walker for the John D. Gruver Co. and Frank Streth for the National Elvtr. Co.—M. D. Dyer.

Norwich, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. has been torn down and moved away.—E. L. Champlin, agt. Norwich Elvtr. Co.

Valley City, N. D.—The Russell-Miller Mfg. Co. has leased the elvtr. of P. P. Persons for storage.—J. H. S. Thomson, mgr. Farmers Elvtr. Co.

Nome, N. D.—All elvtrs. at this station are blocked. Gunner Nelson is now agt. for the Crown Elvtr. Co.—W. W. Cooke, agt. Monarch Elvtr. Co.

Abercrombie, N. D.—Equity Elvtr. Co., incorporated; capital stock \$25,000; incorporators, F. S. Larson, Andrew Baken, I. E. Hall and E. A. Staffne.

South Heart, N. D.—New agts. are C. H. Frame for the Minnesota & Western Grain Co. and J. J. Wysoki for the Occident Elvtr. Co.—T. E. Hegna.

Lallie sta., Oberon p. o., N. D.—The Benson County Land & Investment Co. bot the elvtr. of J. S. Aker July 1 and I was retained as mgr.—J. D. Faxon.

Warwick, N. D.—New agts. are J. C. Smith for the Equity Elvtr. Co. and S. A. Baker for the Farmers Grain Co.—John Lollis, mgr. Valley Grain Co.

Agate, N. D.—New agts. at this station are J. F. Torrance for the Farmers Elvtr. Co. and A. Hegland for the Northland Elvtr. Co.—Farmers Elvtr. Co.

Viking, N. D.—I have been buying on track for Regan & Lyness for the last month but we will open our new elvtr. in a few days.—J. W. Langdon, agt.

Cooperstown, N. D.—O. G. Pagle is no longer agt. of the Farmers Elvtr. Co. and a new agt. will be appointed Nov. 1.—John R. Shirey, agt. N. J. Olsen & Sons.

New England, N. D.—New agts. are B. S. Reynolds for the Columbia Elvtr. Co. and Frank Santley for the Western Grain Co.—P. Dunn, agt. Farmers Elvtr. Co.

Marion, N. D.—S. Provan is mgr. of the Farmers Elvtr. Co. and I have succeeded Swan Swanson as buyer and mgr. of the Johnston Elvtr. Co.—I. E. Officer.

Hannah, N. D.—The Winter-Truesdell-Ames Co. has leased the elvtr. of the Amenla Elvtr. Co. and I am mgr. of both houses for them.—A. R. Balfour.

Towner, N. D.—The Dodge Elvtr. Co. has succeeded the Acme Grain Co. Frank Wilson is now agt. for the Imperial Elvtr. Co.—F. R. Lynch, National Elvtr. Co.

Pembina, N. D.—The elvtr. of the Monarch Elvtr. Co. has been purchased by a number of farmers who have organized an elvtr. company.—Jos. Berard is mgr.

Mott, N. D.—The new elvtr. of the Equity Exchange has received a coat of white paint and as soon as the machinery is installed will be ready for business.

Wild Rice, N. D.—New agts. are M. K. Adsero for the Farmers Elvtr. & Trading Co. and myself for the Baldwin Elvtr. Co. N. J. Olsen & Sons have bot the elvtr. of the Crown Elvtr. Co., Geo. J. Farmers is agt.—H. G. Hartman.

Barton, N. D.—F. H. Banlie is agt. for the Imperial Elvtr. Co.—Farmers Elvtr. Co.

Hensel, N. D.—H. W. Boyd is now agt. for the State Elvtr. Co.—National Elvtr. Co.

Fillmore, N. D.—The new elvtrs. of the Osborne-McMillan Co. and the Spaulding Elvtr. Co. will be ready for business Nov. 1.—Thomas Egan.

Wilton, N. D.—New agts. are H. Barland for the Dodge Elvtr. Co. and Ed. Kuhnert for the Occident Elvtr. Co. which has been moved on the N. P.—Wilton Elvtr. Co.

Turnbridge, N. D.—H. O. Balke is now buyer for the Thos. Ose Elvtr. Co. A. L. Hendrickson is buyer for our company.—L. A. Larson, mgr. Farmers Elvtr. Co.

Overly, N. D.—New agts. are H. H. Christenson for the Atlantic Elvtr. Co. and J. H. Johnson for the Woodworth Elvtr. Co.—G. I. Tubb, agt. Canton Grain Co.

Lawther, N. D.—H. Bellman will be the mgr. of the new elvtr. of the Farmers Elvtr. Co., which is now under construction.—G. D. Riesland, agt. J. S. Birdsall.

Noonan, N. D.—We have succeeded the Williams County Farmers & Merc. Co. and I am mgr. The Sullivan Elvtr. Co. has a site here but no elvtr.—A. J. Damschen.

Easby, N. D.—New agts. are Elmer Lorenz for the St. Anthony & Dakota Elvtr. Co. and Harry Learned for the Wild Elvtr. Co.—Ed. Kelner, agt. Cargill Elvtr. Co.

Ross, N. D.—New agts. are P. A. Aquist for the St. Anthony & Dakota Elvtr. Co. and H. C. Thune for the Victoria Elvtr. Co.—Wm. Nott, prop. Independent Elvtr.

Wyndmere, N. D.—We have installed an Avery Automatic Scale, Howe Wagon Scale and made improvements to the amount of \$1,500.—J. L. Olson, mgr. Farmers Elvtr. Co.

Heil (Lawther sta., R. R. name), N. D.—The elvtr. of the Farmers Equity Co. was completed in 43 days from the time contract was let and was ready for business Oct. 5.

Carrington, N. D.—The Farmers Independent Elvtr. Co., incorporated; capital stock, \$5,000; incorporators, S. H. Copenhagen, J. E. Galehouse and Thos. McCreary.

Edmunds, N. D.—New agts. here are C. C. Bauer for the Hammer Halverson Beier Elvtr. Co., and E. S. Dose for the Andrews Grain Co.—H. B. Wescom, agt. Occident Elvtr. Co.

Galesburg, N. D.—New agts. are I. Iverson, agt. for the Farmers Elvtr. Co., and Gust Johnson for the Minnesota & Western Grain Co.—Oscar Lybeck, agt. Cargill Elvtr. Co.

Drayton, N. D.—We have bot the elvtr. of the Amenia Elvtr. Co. The elvtr. of the Duluth Elvtr. Co. has been closed for several years.—Nils R. Tacklind, mgr. Farmers Elvtr. Co.

Ellsberry, N. D.—New agts. are R. F. Ellsberry for the Farmers Grain Co.; T. S. Wiley for the Winter-Truesdell-Ames Co., and myself for the John S. Gruber Co.—John Pehrson.

Stiles sta., Lidgerwood p. o., N. D.—Scoop shovelers at this station are Frank Phillips, J. P. Glasner, G. E. Dutton and Mrs. Helen Lucken.—St. Anthony & Dakota Elvtr. Co.

Minot, N. D.—We have just finished rebuilding our elvtr. burned Aug. 1 and have also finished an 80,000-bu. annex. M. J. Mulray is now agt. for us.—Russell-Miller Mfg. Co.

Sharon, N. D.—New agts. are E. O. Cole for the Farmers Elvtr. Co., N. A. Anderson for the Northwestern Elvtr. Co. and C. Skogen for the Sharon Mill & Elvtr. Co.—A. O. Cornwell.

Hartland, N. D.—The recently organized Farmers Elvtr. Co. bot my elvtr. and I am mgr. Officers of the company are James Johnson, pres.; A. J. Erickson, sec'y, and M. D. Johnson, treas. Our elvtr. is equipped with a 12 h.p. Fairbanks Morse Gas Engine, Richardson's Automatic Scale and Invincible Cleaner No. 9.—J. L. Williams.

Rolla, N. D.—The elvtr. of J. P. Elliott burned last spring and Mr. Elliott is now agt. for the Farmers Elvtr. Co. The elvtr. of the Barnum Grain Co. is closed.—Imperial Elvtr. Co.

White Earth, N. D.—New agts. are H. S. Sorenson for the St. Anthony & Dakota Elvtr. Co. and H. S. Thronson for the Farmers Elvtr. Co.—W. J. Hannah, agt. Victoria Elvtr. Co.

Ambrose, N. D.—New agts. here are Frank Carlson for the Farmers Trading Co., Claud Miller for the R. A. Grams Elvtr. and M. O. Bunison for the Northland Elvtr. Co.—Dittes & Antonsen.

Wales, N. D.—New agts. are E. Enger for the Duluth Elvtr. Co.; Chas. Heising for the Linden Investment Co., and T. C. Reynolds for the National Elvtr. Co.—F. J. Fisher, mgr. Fisher Elvtr. Co.

Minot, N. D.—The elvtr. of the Minnesota Elvtr. Co. is being torn down and the material shipped to Freeman, a new town on the Fordville-Drake cut-off of the Soo, where another elvtr. will be built.

Rugby, N. D.—New agts. are Thos. Noonan for the North Dakota Grain & Land Co., Carl Riding for the Farmers Equity Elvtr. Co., W. C. Hastbjor for the Imperial Elvtr. Co.—Rugby Mfg. Co.

Hansboro, N. D.—The Imperial Elvtr. is closed and I am agt. for the National Elvtr. Co. The Hansboro Grain Co. has bot the elvtr. of the John D. Gruber Co. and L. E. Wilkinson is mgr.—Fred A. Kellogg.

Kief, N. D.—A. C. Bokovoy is now agt. for the Schmidt-Gulack Elvtr. Co. The Pocovoy Grain & Fuel Co. has rebuilt its elvtr. burned some time ago and W. A. Bokovoy is mgr.—Atlantic Elvtr. Co.

Munich, N. D.—John Janzen is now agt. for the Anchor Grain Co. The Farmers Elvtr. Co. has bot the elvtr. of the Cargill Elvtr. Co. and retained C. E. Reuder as agt.—J. Burt, agt. Occident Elvtr. Co.

Kaiser, N. D.—Officers of the recently incorporated Dakota Grain & Lumber Co. are H. A. Merrick, pres.; H. De La Point, sec'y, and J. Steinkopf, buyer. The company recently bot the elvtr. of C. Steinkopf.

Colgate, N. D.—New agts. here are Dan. McCarty for the Cargill Elvtr. Co.; T. Corner for the Farmers Elvtr. Co.; W. F. Strong for the Imperial Elvtr. Co.—F. M. Cook, agt. St. Anthony & Dakota Elvtr. Co.

Derrick, N. D.—We have bot the elvtr. of the National Elvtr. Co. for \$6,500 and are installing a \$600 cleaner. About all we need now is a loading spout and the grain to go thru it.—J. Bertelson, Derrick Farmers Elvtr. Co.

Penn. N. D.—The elvtr. of the Penn Elvtr. Co. burned June 22, has not been rebuilt. New agts. are C. W. Fletcher for the St. Anthony & Dakota Elvtr. Co. and myself for the Winter, Truesdell Ames Co.—J. M. Morgan.

Addison, N. D.—The elvtr. of the Cargill Elvtr. Co. has been closed for 2 years but W. Schurz, a farmer, with his brother and sister rented it this year and have put their own grain thru it.—M. H. Wellman, mgr. Farmers Elvtr. Co.

Hope, N. D.—New agts. at this station are D. P. Standley for the Imperial Elvtr. Co.; E. J. Millegan, agt. for the Northwestern Elvtr. Co., and Sam Gilbreth for the St. Anthony & Dakota Elvtr. Co.—R. E. Young, mgr. Farmers Grain Co.

Glenburn, N. D.—Gould & Laing have bot the elvtr. of the Minneapolis & Northern Elvtr. Co., Fay Butts, agt. The elvtr. of Arthur Butts, burned July 27, has not been rebuilt and Mr. Butts is not in the grain business now.—Dayton & Carroll.

Wolford, N. D.—The Farmers Elvtr. Co. was recently compelled to close its elvtr. for a few days because the house was so full of grain that it settled enough to put the scale out of seal. A scale expert was called and the scale put in shape.

Fordville, N. D.—Ole Aafedt is now agt. for the Northland Elvtr. Co. and I am in charge of the Woodworth Elvtr. Co. Two houses at this station have been taken down and moved to the new Fordville-Drake line of the Soo.—J. M. Sluke.

Huff, N. D.—Ben Meinecke, who built the elvtr. of the Farmers Elvtr. Co., was injured when he attempted to board a moving train at the station and was thrown to the ground, sustaining a dislocated shoulder and several minor injuries.

Streeter, N. D.—New agts. are P. Daiche for the Farmers Elvtr. Co., N. J. Janske for the Powers Elvtr. Co. and G. Kintz for the Streeter Elvtr. Co. The Independent Elvtr. Co. with Sam. Klandt as agt. has succeeded the Samuel Klandt Elvtr. Co.

Lansford, N. D.—D. C. Dunnevan has bot the elvtr. of the Minneapolis & Northern Elvtr. Co. New agts. are Chas. Kurchan for the Occident Elvtr. Co., J. A. Kenney for the Independent Elvtr. Co. and myself for the Farmers Elvtr. Co.—D. S. Christenson.

Dunning, R. F. D. No. 2, Maxbass, N. D.—The Imperial Elvtr. Co. has leased the elvtr. of the National Elvtr. Co. which has been closed for the last three years and will operate two houses. Its other house is full and cars are scarce.—B. C. Phipps, Phipps & Keen.

Underwood, N. D.—New agts. are H. R. Adams for the Atlantic Elvtr. Co., Ole Hysaaker for the Occident Elvtr. Co., J. O. Hendricks for the Farmers Elvtr. Co. The Underwood Mill Co. now buys and ships grain, having discontinued grinding.—Dodge Elvtr. Co.

Velva, N. D.—New agts. are F. Gilfortson for Gilbertson Bros.; W. E. Hoffman, Occident Elvtr. Co.; E. Olson, Osborne McMillan Elvtr. Co.; H. C. Musselman, Woodworth Elvtr. Co., and W. E. Spreigel for the Royal Elvtr. Co.—E. E. Walls, agt. Farmers Elvtr. Co.

Shenoyenne, N. D.—New agts. are P. Peterson for the Monarch Elvtr. Co., J. E. Robertson for Powers Elvtr. Co., E. N. Nelson, Federal Elvtr. Co.; J. H. Henry, Minnesota Grain Co., and myself for the Equity Elvtr. Co., with C. Hauge as asst. mgr.—P. A. Peterson.

Milton, N. D.—New agts. are Jas. Thompson for the Duluth Elvtr. Co. and S. O. Tolefson for the Farmers Elvtr. Co. The elvtr. of the St. Anthony & Dakota Elvtr. Co. is not open and I have not opened the elvtr. of the Milton Elvtr. Co. which I recently bot.—C. W. Plain.

Mohall, N. D.—New agts. are Walter Johnson for the Duluth Elvtr. Co., L. Himes for the Farmers Elvtr. Co. and Ed. Thompkins for the St. Anthony & Dakota Elvtr. Co. The elvtrs. of the Winter-Truesdell-Ames Co. and McCabe Bros. are closed.—G. Gunderson, Gunderson Elvtr. Co.

Hamilton, N. D.—The St. Anthony & Dakota Elvtr. Co., whose elvtr. burned Oct. 4, has opened the elvtr. of the National Elvtr. Co. on which it had a lease and Mgr. Murphy is now doing business as before the fire. Much of the grain in the burned elvtr. has been sold to a salvage company.

White Spur sta., Kramer p. o., N. D.—The Farmers Grain Co. bot the elvtr. of C. L. Broderon at Kramer and has moved it to this station. A Fosston Cleaner has been installed and the elvtr. is in first class shape. Officers of the company are A. H. White, pres.; Otto Kretschmer, vice-pres., and C. P. Foster, sec'y.—Wm. Wise, mgr.

Sykeston, N. D.—Our new elvtr. opened for business Oct. 1 and we are in shipshape for the handling of grain and fuel of all kinds. We have also enlarged our coal sheds. The Occident Elvtr. Co. has made repairs on its elvtr. and T. H. Cousins has installed a new coal scale.—C. S. Cousins, agt. Andrews Grain Co.

OHIO.

Cleveland, O.—The Sheets Bros. Grain Co. will build a \$15,000 elvtr.

Urbana, O.—I am installing a Sidney Sheller.—W. A. Woodward, of the City Mills & Elvtr.

Cincinnati, O.—October 22 was "anniversary day" for the Chamber of Commerce and the occasion was celebrated by a buffet luncheon to the members at the present quarters of the exchange.

Maplewood, O.—O. W. Cook will install a new boiler in his elvtr. before corn moves.—J. C. Cusenbolder, Lima.

Toledo, O.—Local grain men have been granted a hearing by the Interstate Commerce Commission, on the alleged discrimination against this market.

Cincinnati, O.—Chas. B. Murray, former supt. of the Chamber of Commerce and editor of the Price Current, is slowly convalescing from a serious illness.

Dallas Switch, Urbana p. o., O.—Bently & Co. will begin to handle corn at this station as soon as weighing facilities are arranged.—W. A. Woodward, Urbana.

Haviland, O.—The Haviland Grain & Hay Co. will complete its new 40,000-bu. elvtr. in a few days. The house will be operated by steam power, the equipment including Monitor Cleaners.

Kings Creek sta., Urbana p. o., O.—C. E. Young & Son, in connection with Gregg Bros., have commenced handling grain of all kinds at this station. The same firm also operates the elvtr. at Hagenbaugh sta., Urbana p. o.—W. A. Woodward, Urbana.

Lima, O.—Sec'y Riddle will not be at fault if the Corn Show to be held in this city Jan. 7 to 11, 1913, is not a huge success in every way. He is spending much time and effort to say nothing of enthusiasm in promoting it and deserves the reward of a record breaking exhibition.

Ohio dealers will be pleased to read in "Letters from Dealers" column this number a communication from J. W. McCord, sec'y of the Ohio Grain Dealers' Ass'n, showing they need have no fear of the Ohio statute compelling buyers of wheat to use only the half bushel measure in testing grain.

Osborne, O.—An explosion recently occurred in the elvtr. of Tranchant & Fennell. A workman entered the engine room with a lighted lantern and it is that that vapor escaping from the gasoline tank ignited. The man's hands and face were badly burned, but the damage to the elvtr. was slight.

Findlay, O.—The Ohio Hay & Grain Co. was given judgment for \$70 in its suit against the Isaac Harter Mfg. Co., of Fostoria and Toledo, for damages due to shrinkage of kiln-dried corn bot from the defendants. The plaintiffs also sued for \$54 for demurrage charges on the shipment, but failed to get judgment for that amount.

Toledo, O.—T. F. Whittlesey will present the claim of the Produce Exchange for a more equitable division of grain rates at a hearing before the Interstate Commerce Commission and is at present gathering statistical data to support the claims of the exchange that Toledo is a superior market and entitled to more favorable rates.

Liberty Center, O.—The friends and family of W. W. Whitmer, owner of a mill, elvtr. and coal yards at this point, were greatly worried over his disappearance sometime ago and foul play was feared. In the meantime Mr. Whitmer was enjoying a trip to Florida with a land party. He had written his wife, but the letter miscarried.

Lima, O.—The Tri-State Grain Producers and Shippers Ass'n of N-W Ohio, N-E Indiana, S-E Michigan, will meet Friday, Nov. 8, 1912, at Lima House, Lima, O. This will be the biggest and best ever held. Get in touch immediately with your connections in the various markets and suggest that they come out. Bring your farmers to this meeting. A very interesting and instructive program is being prepared. A demonstration of moisture testing will be one of the features. Bring samples of your corn. Let your farmers see just how much water they are selling and let them hear what the consuming trade and the government have to say about it. In the meantime keep hands off new corn. Let it get in fit condition. There is no danger of scooping. Every corner has corn.—T. P. Riddle, sec'y.

Columbus, O.—J. P. McAlister & Co. have moved from the Union National Bank Bldg. to new quarters at 196 S. Front St.

Cleveland, O.—Certain tracks in the city terminals have been set aside as "inspection tracks" thru the efforts of the hay and grain com'ite of the Chamber of Commerce. This is an improvement on the old way for the inspectors who formerly had to walk miles at times to inspect because cars were shunted back and forth at the will of the railroad companies.

OKLAHOMA.

Forest, Okla.—I have bot the elvtr. of J. A. Clinger.—C. E. Emery.

Fairfax, Okla.—Aiken & Quarles will engage in the grain business at this station.

Oklahoma City, Okla.—The elvtr. of the Kammerdiener Elvtr. Co., burned Aug. 22, will be rebuilt.

Hydro, Okla.—McCafferty & Thorp have bot the elvtr. of the Choctaw Mill and Elvtr. Co. R. R. Thorp will be mgr.

Lamont, Okla.—T. C. Cones has bot the property of the Lamont Alfalfa Mlg. & Elvtr. Co. and will open the plant at once.

Rusk, Okla.—Webster & Maginnis have bot the elvtr. owned and operated by C. E. Heaton.—J. D. Chalfant Grain Co., Clinton.

Woodward, Okla.—C. B. Cozart Grain Co. incorporated; capital stock, \$100,000; incorporators, E. P. Burdick, Wm. G. Gwynn and Geo. L. Moore.

Oakwood, Okla.—We have bot the elvtr. owned by G. W. Cornell of Thomas, and recently operated by W. C. Keller. M. J. Sandmire is our agt.—J. D. Chalfant Grain Co., Clinton.

Stafford sta., Clinton p. o., Okla.—Wilbur Miltenberger is building 2 elvtrs. at this station and one at Herring.—J. D. Chalfant Grain Co., Clinton.

Bessie, Okla.—We own and operate the elvtr. at this station, having bot it from the Bessie Merc. Co., who purchased it from Lorenz & Geis.—J. D. Chalfant Grain Co., Clinton.

Muskogee, Okla.—On complaint by W. E. Disney, county atty., and L. McLennon, state feed inspector, charging the sale of feed containing ground corn cobs mixed with ground corn chop the Central Milling Co. recently was fined \$50.

Sentinel, Okla.—We are operating the elvtr. of the Thomas Mlg. Co. at this station under lease. The Long Grain Co. operated a scoop shovel business here, succeeding the Tex-Okla Grain Co., but are out of the business, M. J. Long now working for us.—J. D. Chalfant Grain Co., Clinton.

OREGON.

Oregon City, Ore.—The residents of this city will at the coming municipal election, vote upon the proposition of erecting an elvtr. to cost not more than \$12,000. W. L. Mulvey, T. P. Randall, O. D. Eby and others are interested.

Portland, Ore.—The following official standards for 1912 Pacific Northwest crops have been adopted by the grain standard com'ite of the Chamber of Commerce: milling blue stem, 57 lbs.; red Walla Walla 57½ lbs.; white Walla Walla 58 lbs.; export blue stem 58 lbs. and brewing barley 46 lbs.

PENNSYLVANIA.

Pittsburg, Pa.—Members of the Grain & Hay Exchange have accepted the invitation of Frank McComb to spend a day at his summer home, the outing to be taken Oct. 26.

PHILADELPHIA LETTER.

James E. McCaughey has been admitted to membership in the Commercial Exchange.

Harvey C. Miller, formerly of L. F. Miller & Co., but now pres. of the Southern Steamship Co., has purchased five steamships for trade to the gulf ports.

The Penna. Ry. Co. has assured the Commercial Exchange that the original plans for its \$1,000,000 elvtr. at Girard Point as approved by the exchange, will be followed in building the elvtr. and that it will have docks on both sides of the pier.

SOUTH DAKOTA.

Andover, S. D.—C. Ellsworth is now mgr. of the Farmers Elvtr. Co. at this station.

Sherman, S. D.—I am buying grain at this station for the Duluth Elvtr. Co.—L. E. Swatman.

Athol, S. D.—I will resign my position as agent for Eagle Roller Mill Co. next spring.—J. A. McNeff.

DeSmet, S. D.—The Robinson Co. has been dissolved, T. L. Robinson moving to Portland, Ore. The business will be continued by E. M. Robinson.

Bemis, S. D.—Workmen are cleaning up the unburned grain left in the ruins of the elvtr. of E. A. Brown which burned Oct. 6, and it will be sold as chicken feed.

Milbank, S. D.—The foundation for the elvtr. of J. D. Burkhardt has been finished and the lumber has arrived for the building. Work will be rushed on the 24x40x46-ft. house.

Mitchell, S. D.—Alf. Clement, agt. for the South Dakota Elvtr. Co., caught his finger in the gearing of the gasoline engine at the elvtr. and crushed it so badly that it had to be amputated.

Bradley, S. D.—The Farmers' Elvtr. Co. has requested the state railway commission for an order for a connecting track between the Minneapolis & St. Louis and the C. M. & St. P. roads.

Trent, S. D.—The old Farmers Elvtr. Co. sold out and not enough subscribers were secured to reorganize a new company. R. H. Underwood bot the elvtr. and is operating under the name of the Farmers Elvtr.—H. Hendrickson.

Morristown, S. D.—We have just completed our 25,000-bu. elvtr. at a cost of \$6,000 and opened for business Oct. 23. Our officers are F. R. Ginther, pres.; Julius Englehorn, vice-pres.; I am sec'y and treas. and Carl Doerr is mgr.—P. N. Snyder, sec'y Farmers' Elvtr. & Merc. Co.

Emery, S. D.—Geo. E. Todd of Bridge-water, trustee in bankruptcy of the estate of John E. Carlon, has filed his final report and the final meeting of the creditors will be held at 10 a. m., Nov. 4, in my offices in the Gilbert Block in Sioux Falls.—Henry A. Muller, referee in bankruptcy.

Parkston, S. D.—Our elvtr. containing about 17,000 bus. of grain settled about a foot, Oct. 5, and as the foundations on one side gave way the top of the elvtr. leaned at an angle of three ft. or more. We were afraid that the building would break in two but we fortunately secured several cars and hauled out enough grain to relieve the strain. We are now raising the building and will soon have it back in its proper position, putting an entirely new concrete foundation under it. We only lost 25 bus. of grain and consider ourselves in luck. We will resume operations again about Nov. 1.—J. W. Straup, mgr., Farmers' Elvtr. Co.

SOUTHEAST.

Granger, R. D. Crosby, Ala.—The Farmers' Grain Co. incorporated; capital stock \$5,000.

Columbus, Ga.—M. Honam has bot the business of Gordy & Scarborough.—C. Scarborough.

Richmond, Va.—The Halmar Grain Co. has succeeded me.—John S. Lear, formerly of John S. Lear & Co., brokers.

Tampa, Fla.—The elvtr. now under construction for the Miller-Jackson Grain Co. will be operated by electricity and will be equipped with a 1,000-bu. scale. The plant will be opened Jan. 1.

Atlanta, Ga.—Creditors of the E. D. Davis Hay, Grain, Seed & Provision Co. have asked that a receiver be appointed for the firm, the claims against the company amounting to \$2,194.46.

Richmond, Va.—The Grain Exchange has adopted the trade and uniform grade rules of the Grain Dealers' National Ass'n.

Norfolk, Va.—D. B. Reid & Co. has finished its elvtr., warehouse and corn mill, which is equipped with Nordyke & Marmon machinery.

Meridian, Miss.—The Meridian Grain & Elvtr. Co. incorporated; capital stock \$30,000; incorporators E. B. McRaven, L. D. Caldwell and V. W. Gilbert.

Suffolk, Va.—We have just completed our new elvtr. of 25 cars capacity on the Norfolk & Western tracks. The house is of cribbed construction and equipped with Nordyke & Marmon Cleaner, the machinery being driven by electric motors. We will install a dust collector. We will ship in western corn and oats and do a wholesale business distributing to the southern and eastern trade.—Thomson-Everett Co., per C. C. Thompson.

TENNESSEE.

Union City, Tenn.—The Union City Grain & Feed Co. has made an assignment naming J. A. Coble as trustee. The liabilities are \$18,000.

Memphis, Tenn.—The first new corn to reach this market arrived Oct. 10, from Missouri, grading No. 2 yellow, consigned to E. E. Buxton.

Nashville, Tenn.—The Columbian Grain Co. incorporated; capital stock, \$10,000; incorporators, W. A. Dale, R. L. McKinney, E. E. McLeomore, J. C. Ellington and A. W. Lipscomb.

Memphis, Tenn.—Representatives of Fairbanks, Morse & Co. have been testing and inspecting all scales used by members of the trade receiving and handling grain and hay, in an endeavor to protect Memphis weights from complaint. E. R. Gardner, chief inspector of the Exchange, said all scales were O. K. except one new pair that had never been tested. Regular inspections will be made from now on.

Nashville, Tenn.—The members of the Grain Exchange and their friends tendered a banquet Oct. 14 to Chas. D. Jones as a fitting honor to the recently elected pres. of the Grain Dealers National Ass'n. R. H. Worke, W. R. Cornelius, Jr., and W. T. Hall were appointed as a com'te on arrangements when the glad news was flashed to the exchange and the dinner given in the main dining room of the Commercial Club spoke well of the ability of the com'te. J. H. Kelly acted as toastmaster of the occasion. The first speaker was Sam. G. Douglas, who gave a brief and interesting history of the Grain Exchange. He was followed by E. S. Shannon, sec'y of the Board of Trade, who read a great many telegrams of congratulation to Mr. Jones and the Exchange on the great honor that had been conferred on the city by the election of Mr. Jones to so important an office. Leland Hume made a "live wire" address, referring in glowing terms to the great work accomplished in behalf of the grain men of this market by Mr. Jones and his father-in-law, Geo. R. Knox, M. T. Bryan addressed the diners on the relation of the Cumberland River improvements to the grain trade and referred in a humorous manner to the value of the Cumberland in fighting the railroads before the Interstate Commerce Commission. H. I. Baldwin, of Decatur, was a guest and was called upon for an impromptu speech, in which he congratulated the Exchange on having a man like Mr. Jones to offer the nation as head of the grain trade. Another speaker was D. M. Goodwin, who "spoke for himself and the railroads." Senator Luke Lea, former attorney for the exchange, told of the position of Nashville as a grain center and of the importance of the Nashville grain re-shipping case now being heard. Dr. H. J. Mikell entertained the guests with comments on grain dealers from the days of Pharoah when Joseph cornered the grain market, and Huston Dudley, pres. of the Board of Trade, made a few brief remarks. Mr. Jones responded to all the toasts in a most happy vein. The honor

to Nashville is all the greater because Mr. Jones is the first southern man to hold the high office of President of the G. D. N. A. When Mr. Jones reached "home" from Norfolk he was met by a brass band and 25 grain members of the Merchants Exchange, his friends and associates on 'change, who all felt highly elated over his election.

TEXAS.

Farmersville, Tex.—I intend to install new cleaning machinery for grain and seeds.—A. L. Carpenter.

Corpus Christi, Tex.—The Taylor Hay & Grain Co. is building an 8,000-bu. elvtr. and installing a corn and feed mill.

Texas City, Tex.—The Texas City Elvtr. has been opened after being closed for some time. It has a bin capacity of 500,000 bus.

Houston, Tex.—The Settle Produce Grain Co. incorporated; capital stock, \$5,000; incorporators John S. Calloway, Lee C. Ayars and E. W. Settle.

Crosbyton, Tex.—Crosbyton Grain & Produce Co., incorporated; capital stock \$10,000; incorporators Julian A. Bassett, A. B. Spencer, A. J. McKinnon and others.

Fort Worth, Tex.—W. B. Stowers, new gen. mgr. of the Empire Grain Co., has bot the interest of R. M. Kelso, who has cast his lot with the Fort Worth Elvtrs. Co., after serving many years as gen. mgr. of the Empire company. J. P. Benson, also connected with the same company for many years, has gone with Mr. Kelso to the new firm.

Floydada, Tex.—We are building a 15,000-bu. elvtr. with a 24x50-ft. warehouse in connection. The entire building together with the office and engine room, will be of reinforced concrete with steel spouts, legs, etc., making it absolutely fireproof. The equipment includes a 15-h.p. Fairbanks Morse Oil and Gas Engine, Fairbanks 1,000-bu. Automatic Scale, a 1,000-bu. Invincible Grain and Seed Cleaner and a feed and roller mill. The work is progressing nicely and we expect to have building in operation within 90 days.—A. E. Barkmeyer, Barkmeyer Grain Co.

WASHINGTON.

Newport, Wash.—Heslin & Fox are building a \$2,000 addition to their warehouse and will install a feed grinder.

Reardon, Wash.—The Washington Grain & Mlg. Co. is making extensive improvements in its mill and warehouse and has installed a 100-ton track scale.

Spokane, Wash.—Eight grain and milling firms of this city have filed a complaint with the public service commission against the proposed tariff of the O. W. R. & N. and The Spokane & Inland Empire R. R.'s, which advocate the doing away of commodity rates on wheat from all points on their lines into this city. The commodity rates have been in force for the last 20 years and it is alleged that grain dealers who have contracted for this year's crop, will suffer serious loss if the new tariff becomes effective.

The public service commission of this state has authorized the new rule No. 8½ for the benefit of the grain growers. It was adopted by the commission Sept. 16 and reads as follows: "When, in the inspection of wheat, it is found to be soft, bleached, frosted or to contain sprouted or damaged kernels, but in the judgment of the inspector it is fit for milling purposes, said wheat shall be graded as No. 2 or 3, according to the test weight (No. 2 testing not less than 56 lbs. and No. 3 not less than 54 lbs. to the measured bu.), and in case said wheat is sold on an executory contract which provides that the price and amount to be paid therefor shall depend upon terminal weight or grade, there shall be deducted an amount in lbs. per bu. not to exceed four lbs. on either grade to cover above conditions, the amount of said deduction in weight to be discretionary with the inspector within the above named limit."

Spokane, Wash.—The Northern Grain Co. has built a 50-ft. addition to its warehouse.

The Public Service Commission recently inspected every railroad scale in the state and found many of them defective, repairs being made by the railroads as fast as the scales were reported by the commission.

WISCONSIN.

Sturgeon Bay, Wis.—The Equity Elvtr. Co. has bot the elvtr. of Teweles & Brandies.

Alma, Wis.—Robert Jones of Wabasha, Minn., will take temporary charge of the elvtr. of the R. E. Jones Co. at this station.

Green Bay, Wis.—The elvtr. of Emil Hauterbrook is now under construction and will be 86 ft. high, covered with galvanized iron.

South Kaukauna, Wis.—The Farmers Elvtr. & Produce Co. has been organized with Aug. Heinz as pres. and H. Diefenbach as sec'y.

Merrill, Wis.—The new elvtr. of the Merrill Merc. Co. is being built on the Milwaukee right-of-way and will be three stories high and 32x60 ft. on the ground.

Mapleton, R. D., Oconomowoc, Wis.—The 10,000-bu. elvtr. and warehouse of Bernard Brierton has been completed. The elvtr. has a concrete foundation and is finished with metal lath and stucco.

Tunnel City, Wis.—Winship & Co. recently sent a satchel containing \$1,500 in cash to H. W. Battalia, prop. of the general store in this town, the money to be used in cashing farmers checks. The money was stolen and a reward of \$150 has been offered for the apprehension of the thief.

Waukesha, Wis.—Our new 25,000-bu. elvtr. is now completed and is in operation. Its equipment consists of 5 electric motors, 3 stands of elvtr. legs, power shovel for unloading cars, Howe Cleaner, outside wagon scale and inside scale to weigh grain loaded from and to cars, both scales of Fairbanks-Morse make. R. L. Holt is vice-pres. of the company and Killian Weber sec'y. We recently incorporated at Milwaukee and are members of the Chamber of Commerce.—Frank B. Hoag, pres. and treas. Frank B. Hoag Grain Co.

MILWAUKEE LETTER.

Frank B. Hoag Grain Co. incorporated; capital stock \$10,000; incorporators Frank B. Hoag, Killian Weber and Robert L. Holt.

Orders for resampling of grain on the C. & N. W. R. R. must be delivered to the inspector not later than 12.30 noon and exact location of car must be given, according to Geo. A. Schroeder, traffic mgr. of the Chamber of Commerce.

That the Chamber of Commerce has a right to suspend its own members was the decision of Judge Fitz of the county circuit court when he set aside the injunction granted to Herman Deutsch two months ago. Mr. Deutsch was suspended by the directors for his alleged failure to comply with the orders of the board of arbitration, the judge holding that he should have appeared before that body and explained his position as requested by them.

A poisonous spray for killing grasshoppers, which will not injure growing plants or poison stock, has been invented by Frederick L. Washburn, state entomologist of Minnesota. Prof. Washburn estimates the ingredients will cost approximately 30 cents an acre. The poison consists largely of arsenate of soda mixed with molasses and water. The Entomology Department is preparing a report which will be issued in December, outlining the details of administering the poison.

Feedstuffs

The Canadian Stock Food Company, Calgary, Alta., will commence building operations immediately on its new factory.

W. S. McAllum, formerly in the brokerage business at Meridian, Miss., will go into partnership with Mr. McGinnis in the feed business. Mr. McGinnis was formerly of the firm McGinnis & Sturgis.

Peoria received 4,111 tons of feed and shipped 6,587 tons during September; compared with 3,626 tons received and 5,410 tons shipped during September, 1911.—John R. Lofgren, sec'y Board of Trade.

A carload of sulfured oats has been furnished by Henry L. Goemann, Toledo, O., for feeding during the experimental test now going on at the government farm at Bethesda, Md. The oats were prepared at Mansfield, O.

The Board of Food and Drug Inspectors issued a notice of judgment of the misbranding of cotton seed hulls, shipped by the McCaw Mfg. Co. of Hurtsboro, Ala. The hulls were released under bond, the packages being incorrectly marked as to weight.

The misbranding of Kornfalfa Feed, manufactured by the Kornfalfa Feed Mfg. Co., Kansas City, Mo., was recently charged by the Board of Food and Drug Inspection. A fine was imposed because the analysis of the contents was incorrectly stated.

"Forage Rations for Growing Horses" is the title of Bulletin 130 of the University of Nebraska, which should be of interest to stockmen. The subject matter comprises a report of the Experimental Sub-station at North Platte, Neb. W. P. Snyder is the author.

The Alfalfa Mng. Co., East Omaha, Neb., is building a grain elevator, kiln drying plant for corn, a poultry food plant, two sets of track scales and additional buildings in improvements to its plant. The improved plant will have a capacity of 45 carloads of feed per day.

A car of fine seed screenings consigned to a broker in Minneapolis by a Manitoba mill was seized by the custom authorities on the ground that screenings is an illegal product. Delivery was prevented and an analysis of the contents of the car sent to Washington for a ruling. Several hundred cars of seed screenings are annually shipped into the United States.

That certain weed seeds pass thru the digestive tracts of animals in larger quantities than others is made clear thru the experiments of E. Korsmo, as reported in the Journal of Norwegian Farm Industry, No. 18. Original experiments in feeding weed seeds to a horse, a cow and a hog are reviewed. The percentage of viable seeds of different kinds of weeds that were found in the feces were as follows: Sorrel, 26.4, 70.6 and 5 per cent for the horse, cow and hog respectively; lamb's quarters, 2.5, 16.3 and 20.4 per cent; chamomile, 10.4, 24, and 0.02 per cent; bird rape, 5.1 and 2.2 per cent for the horse and cow, respectively; stinkweed, 37 per cent, and wild mustard, 5.4 per cent for the horse; and ox-eye daisy, 7.5 per cent for the cow.

F. W. Goeke & Co., St. Louis, Mo., paid \$5 fine for adulteration and \$5 for misbranding recently on a shipment of "Sugar Feed," manufactured by the United States Sugar Feed Co., Milwaukee, Wis. According to the analysis made by the government, the feed contained nearly 5 per cent of cocoa shell, which was not named on the label.

Exports of Feed Stuffs.

Oil cake exported during the eight months prior to Sept. 1, included 48,293,847 lbs. of corn oil cake, 714,045,462 lbs. of cotton seed oil cake and 466,644,531 lbs. of linseed oil cake; compared with 55,430,624 lbs. of corn oil cake, 430,857,052 lbs. of cotton seed oil cake and 345,168,469 lbs. of linseed oil cake exported during the corresponding period of the preceding year.

Bran, middlings and mill feed exported during the eight months amounted to 82,211 tons; compared with 61,934 tons the corresponding eight months of 1911.

Exports of dried grains and malt sprouts during the eight months prior to Sept. 1, amounted to 52,897 tons; compared with 57,511 tons in the preceding year. We exported rice, bran and polish during the eight months prior to Sept. 1 to the extent of 6,132,362 lbs.; compared with 3,916,948 lbs. in the corresponding period of 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

Demand for Stock Feeds in Germany.

Germany offers an unlimited market for standard unmixed dry fodders of various kinds, the most of which are admitted free of duty and are transported by rail at specially reduced rates. Alfalfa meal, however, is little or completely unknown in Germany and the officers of the feed importers ass'n do not venture an opinion upon the possibility of successfully introducing it. It would seem well worth while, however, to make an effort in this direction.

The principal dairy feeds now actually in use in this vicinity are cotton seed, palm-kernel, and cocoanut cake and meal, and bran. These articles are sold according to English weights and are handled in sacks of 75 kilos (165 pounds). The prices vary from day to day and on Sept. 10 sellers of cotton seed meal were quoting 150 to 160 marks per 1,000 kilos (\$35.70 to \$38.08 per metric ton), while domestic palm and cocoanut goods were lower.

Mixed horse feeds scarcely could be imported at present, principally for the reason that the freight rate on cotton seed meal for a specified distance would be \$23.80 per carload of 10 tons and upon a combination fodder \$59.74 for the same quantity and for the same distance. Furthermore, the import duty on a mixed fodder containing molasses would be very high. Under existing circumstances, the best that American exporters could do would be to interest buyers in the purchase of the ingredients of the mixed feeds which might be put on the market separately with instructions in regard to mixing.

The situation in Germany is one which should be watched by American exporters with particular care. Germany has experienced a very severe epidemic of foot-and-mouth disease, and the available meat and dairy supplies have been greatly

reduced thereby. Prices have advanced on this account and the poorer classes are clamoring for relief. Every effort will be made, no doubt, to encourage an increase of the domestic cattle supply, and it is said there is a possibility also that the restrictive measures which prohibit the importation of chilled foreign meats may be withdrawn.—Consul General R. P. Skinner, Hamburg.

ILLINOIS SHIPPERS TO Work for Reciprocal Demurrage.

At meeting of local grain dealers, members and non-members of the Illinois Grain Dealers Ass'n, held in Champaign Sept. 13, 1912, the car situation on all the railroads in central Illinois was fully discussed; and a com'te was appointed consisting of William Murray, H. T. Walton and W. P. Foote, to prepare suitable resolutions to be presented to another meeting to be held at a later date, in relation to the subject. The com'te has prepared the following statement and resolutions which it believes to cover the case and voice the ideas of the grain dealers of this section of the state, and which were adopted Oct. 13, 1912:

WHEREAS: Practically every country grain dealer has lost considerable money during the past few months from the fact that the various railway companies did not furnish enough cars to load out grain which dealers had bot, so as to permit the shipper to fill their contracts; and because of this their contracts were cancelled by receivers and the grain left on their hands with the market price much lower than when the grain was contracted; and that this same condition had similarly affected them in the past at numerous times; and the indications are that they will have the same adverse conditions to contend with until some provision is made to compel the railroads to make adequate provision for the handling of grain; therefore be it

Resolved: That we appeal to all members of the grain fraternity; the Illinois Grain Dealers Ass'n; the Farmers Grain Dealers Ass'n; the Railway and Warehouse Commission of the State; and the Legislature of the State of Illinois, to exert their utmost effort to right the wrong and injustice of such treatment as the grain business has received from the railways, in the matter of furnishing cars when ordered; and the movement of grain laden cars after same were loaded; and be it further

Resolved: That the Board of Directors of the Illinois Grain Dealers Ass'n be requested to take immediate steps to instruct its Legislative Com'te to prepare and have presented at the meeting of the next General Assembly of the State a suitable reciprocal demurrage bill, which will enforce upon the railroads like penalties for failure to furnish and move cars, as now exacted from the shipper; and be it further

Resolved: That preceding the coming election, we pledge ourselves to present the question of reciprocal demurrage to all candidates for election to the State Legislature, and urge upon them the necessity of such enactment; and be it further

Resolved: That we each and all hereby pledge ourselves to support the efforts by whosoever made, to secure the passage of such legislation as will remedy once and for all time the injustice now suffered by every grain handler in the store.

"Tama Jim" Wilson, Sec'y of Agriculture, has announced that he will resign from the service next March, no matter who is elected President of the United States. Mr. Wilson has been the head of his department since 1897, a record for long service.

Some day the fate of Constantinople will have to be settled, and before that can be achieved the relations of certain powers, far greater than Bulgaria, Serbia or Greece, will probably be strained to the breaking point—and consequently, as we have said, a feeling of uneasiness may very likely prevail and such a feeling is not one which disposes toward lower wheat prices.—Corn Trade News.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Wabash quotes grain rates from Peoria, Ill., to Chicago, effective Nov. 15.

Erie in Sup. 2 to A4458 quotes grain rates from Illinois and Indiana points to C. F. A. points, effective Nov. 15.

D. T. & I. in a rate effective Oct. 28 quotes a rate on malt sprouts from Detroit, Mich., to Cincinnati, O., 8c.

C. H. & D. in Sup. 3 to 4923B quotes grain rates from its stations to eastern interior and Canadian points, effective Nov. 1.

N. P. quotes rates on grain and flaxseed to St. Paul, Duluth, Minn., and rate points from Tin Cup, Mont., 43c, effective Nov. 10.

P. C. C. & St. L. in Sup. 8 to ICC P-403, quotes grain rates from its stations and connections to C. F. A. points, effective Nov. 1.

Mo. Pac. in Sup. 5 to 1019L quotes grain rates from Missouri river points (originating beyond) to Illinois and Indiana points, effective Nov. 9.

C. R. I. & P. in Sup. 70 to 10339C quotes grain rates between St. Louis, Mo., East St. Louis, Ill., Hannibal, Mo., and Iowa points, effective Nov. 15.

C. G. W. in Sup. 1 to 50-B quotes the local freight tariff and shows rules and charges for reconsigning freight at its stations, effective Nov. 11.

C. R. I. & P. in Sup. 4 to 28470B quotes corn rates from St. Paul, Minneapolis, Minnesota Transfer, Minn., to Groups 1 to 15 inclusive, effective Nov. 15.

C. & E. I. in Sup. 2 to 622-A quotes local, joint and proportional rates on grain from its stations to destinations shown in tariff as amended, effective Oct. 8.

L. E. & W. in 502C quotes grain rates from its stations and those of its connections to New England, eastern interior and Canadian points, effective Nov. 15.

C. R. I. & P. in Sup. 11 to 27768 quotes grain rates between Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., and Louisiana points, effective Nov. 9.

C. St. P. M. & O. in Sups. 4 and 6 suspends changes in rates that went into effect Sept. 1 from South Dakota and Minnesota points to Milwaukee and Chicago.

G. N. quotes rates on corn, oats, rye, barley and middlings to Sioux City, Ia., from Sioux Falls, S. D., 11.5c; to Lennox and Yankton, S. D., 12c, effective Nov. 12.

Soo in a tariff effective Nov. 1, quotes rates on oat hulls to Minneapolis, St. Paul, Minnesota Transfer, Minn., from Saskatoon, Sask., 30c; Medicine Hat, Alt., 34c.

C. & N. W. in Sup. 4 to 11475-A has suspended the change in rates from points in South Dakota and Minnesota to Milwaukee and Chicago, that became effective Sept. 1.

L. S. & M. S. quotes a flaxseed rate from Chicago to Buffalo, N. Y., 12c; Cleveland, 9½c; Dayton, O., 6c; Fort Wayne, South Bend, Ind., 4½c; Toledo, O., 7½c, effective Nov. 1.

C. R. I. & P. in Sup. 3 to 19700 quotes grain rates St. Paul, Minneapolis, Minnesota Transfer, Minn., and stations in Iowa, Minnesota and Oklahoma points, effective Nov. 14.

Ann Arbor in Sup. 6 to GFDA417 quotes grain rates from its stations and those of its connections to points in eastern New England states, Virginia and Canada, effective Nov. 2.

K. C. Sou. in 1491F quotes grain rates from Kansas City, Mo.-Kan., Missouri river points and its stations and connections to Little Rock, Pine Bluff, Ark., and St. L. S. W., Saline river and Thornton & Alex stations in Arkansas, effective Oct. 30.

C. G. W. in Sup. 9 to 15159 quotes local, joint and proportional freight rates on seeds between East Dubuque, Ill., and its stations and those of its connections, effective Nov. 1.

M. K. & T. quotes a rate between Kansas City and Victory, Duke McQueen, Gould, Hollis, Okla., corn, 23½c, wheat 25½c, flaxseed and millet seed, 33½c, effective Nov. 6.

C. R. I. & P. in Sup. 7 19895D quotes grain rates from Colorado, Iowa, Kansas, Minnesota, Nebraska and Oklahoma points to Arkansas, Oklahoma, and Texas points, effective Nov. 9.

T. St. L. & W. in Sup. 15 to 1575-A quotes local and joint rates on grain from its stations to points in Illinois, Indiana, Ohio, Michigan, etc., effective interstate Nov. 4; state, Oct. 13.

I. T. Sys. quotes a rate effective in the state Sept. 26 interstate Oct. 29, on grain to Chicago from Stallings, 6c; Chemical, Edwardsville, Hamel, Worden, De Camp and Staunton, Ill., 8c.

C. M. & St. P. in Sups. 94 and 105 to 2463-D suspends changes in grain rates which were published to become effective Oct. 12, and restores the rates shown in tariffs herein mentioned.

L. & N. in No. RC Cir. 4024 quotes rates for reshipping at Evansville, Ind., to south-eastern and Carolina territory, Nashville and Clarksville, Tenn., of grain and grain products, effective Nov. 12.

Mo. Pac. quotes a rate from Council Bluffs, Ia., Nebraska City, South Omaha, Omaha, Neb., to Shardaahl and Republic City, Kan., wheat 18c, barley, corn, oats and rye 16½c, effective Nov. 9.

C. & E. I. quotes a rate effective Nov. 1, on flaxseed from Chicago to Allegheny, Pa., and Buffalo, N. Y., 12c; Cleveland, 9.5c; Dayton, O., 6c; Fort Wayne and South Bend, Ind., 4.5c; Toledo, O., 7.5c.

Mo. Pac. in Sup. 4 to 4100 quotes rates on wheat, barley, corn, oats and rye from Council Bluffs, Ia., Nebraska City, Omaha and South Omaha, Neb., to Leeds, Mo., and Kansas points, effective Nov. 9.

C. P. quotes a rate from Lyduatt, Hazelridge and Oakbank, Man., to Duluth, Minneapolis, Minnesota Transfer, St. Paul, Minn., and Superior, Wis., wheat, oats and barley 12c; flaxseed 13c, effective Nov. 8.

M. & St. L. in Sup. 10 to 1605A quotes grain rates between Peoria, Ill., East St. Louis, Ill., St. Louis, Mo., and points taking same rates and Fort Dodge, D. S. & Sou. and interurban Ry. stations, effective Nov. 1.

C. G. W. in Sup. 2 to 33B quotes rates on grain from its stations in Minnesota, Iowa and Nebraska to Memphis, Tennessee, New Orleans, La., and other Mississippi valley points and gulf ports, effective Nov. 1.

C. G. W. in 86-C names allowances and charges for elevation, transferring and storing grain or seed at its stations, Kansas City, Kan., the Missouri river, Des Moines, Ia., and Chicago, Ill., effective Nov. 1.

K. C. Sou. quotes rates on wheat, corn and oats from Council Bluffs, Ia., Omaha, South Omaha and Nebraska City, Neb., to Port Arthur, Tex. (when for export to Asia, Africa and Europe only) 15½c, effective Nov. 22.

C. G. W. in Sup. 9 to 15159J gives rates on grain between East Dubuque, Ill. (applying on shipments originating at or destined to points east of Illinois-Indiana state line), and its stations and those of its connections, effective Nov. 1.

M. & St. L. quotes a rate effective Nov. 1, between Sioux Rapids, Ia., and Chicago, Peoria, East St. Louis, Ill., St. Louis, Mo., flaxseed 19c, wheat and corn 15.5c. Between Gibbon and Minneapolis, Minn., flaxseed 9c, wheat and corn 8.5c.

Mo. Pac. quotes a rate, effective Nov. 28, on flaxseed from Limon, Colo., to Fredonia, Kan., 30c. A rate effective Nov. 10 from St. Louis, Mo., and East St. Louis, Ill., to Galveston and Texas City, Tex. (for export), wheat 18½c, corn 17½c.

L. E. & W. in Sup. 16 to ICC 1938, R. R. No. Sup. 17 to 501B quotes grain rates from Bloomington, Crandall, Peoria and Pekin, Ill. (proper and from beyond), also from its stations and connections to C. F. A. and western points, effective Nov. 15.

P. M. quotes grain rates from Detroit and West Detroit, Mich., and Toledo, O., to Allegan, 8c; Alma, Mich., 7c; Chicago, 9c; Clare, 8c; Fostoria, Mich., 7c; Kankakee, Ill. (when destined beyond), 8c; Lansing, 7c; Ludington, Mich., 10c, effective Nov. 10.

M. & St. L. in Sup. 20 to 1595A quotes grain rates between St. Paul, Minneapolis, Minnesota Transfer, Duluth, Cloquet, Minn., Superior, Ashland, Wis., and points taking same rates and its stations in Minnesota, Iowa and South Dakota, effective Nov. 1.

T. St. L. & W. quotes a rate effective in state Oct. 13, interstate Nov. 4, on grain to New Douglass, Ill., from Alhambra, Ill., 2½c; Bayle, Bingham, Ill., 3c; Charleston, Ill., 4c; Mida, Neoga, Ill., 4c; cob meal from Greentown, Ind., to Elwood and Terre Haute, Ind., 6c.

Erie quotes a rate effective Nov. 15 from Buffalo, N. Y., to Boston (for export), barley and corn 5½c, flaxseed 6c, oats 4c, rye 5.45c, wheat 5.07c per bu.; to Long Dock (Jersey City), N. J. (for export), barley 5½c, corn 5½c, flaxseed 6c, oats 4c, rye 5½c, wheat 6c per bu.

C. G. W. quotes a new rate effective Nov. 1 on flaxseed from Minnesota Transfer, Minneapolis, St. Paul, and South St. Paul, Minn., to New Orleans, Port Chalmette and Westwego, La., 38c. Between Fort Dodge, Mineral City, Gypsum, Ia., and Albert Lea, Hayward, Oakland and Ramsey, Minn., corn, 10c.

W. H. Hosmer, agt., quotes a rate effective Nov. 15 on flaxseed screenings from Duluth, Itasca, Minn., La Crosse, Wis., Minneapolis, Minnesota Transfer, St. Paul, Minn., Superior, Washburn, Wis., and Winona, Minn., to Cincinnati, O., Evansville, Jeffersonville, New Albany, Ind., 14½c; Owensboro, Ky., 15½c.

C. B. & Q. in Sup. 9 to GFO371 quotes rates on grain from Illinois, Indiana and Kentucky points, when destined to points in Carolina and southeastern territory from Sioux City, Ia., Sioux Falls, S. D., Kansas City, Mo., Omaha, Neb., on shipment originating beyond or on products milled from grain originating beyond, effective Nov. 15.

R. I. quotes a new rate, effective Nov. 15, between Morning Sun, Garland, Mediapolis, Sperry and Latty, Ia., and St. Louis, Mo., East St. Louis, Ill., and rate points, flaxseed and millet seed, 14c; wheat, 11½c; corn, rye, oats and barley, 10½c (rate will be 10c S. B. when routed via Burlington, Ia., and Chicago, Burlington & Quincy only).

Wabash in Sup. 1 to A9848 quotes grain rates between its stations in Illinois, also Keokuk, Ia., and Hannibal, Mo., and East St. Louis, Ill., Edwardsville, Ill., St. Louis, Mo., and to Cairo, Ill., Evansville, Ind., and Louisville, Ky. (when destined southeastern territory), also lower Mississippi Valley points, correcting Note C on page 7 of tariff, effective Oct. 20.

M. C. in Sup. 9 to 9073 quotes amendments to local, joint and proportional freight tariffs on grain from its stations and those of connecting lines to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Ontario, Pennsylvania, West Virginia and Wisconsin; also from its stations to Detroit, Mich., and Toledo, O., effective Nov. 10.

W. M. Hopkins, manager of the Transportation Dept. of the Chicago Board of Trade advises members that thru rates on grain from points in Illinois on the A. T. & S. F., C. & A., C. B. & Q., C. R. I. & P., C. & I. M., R. I. Sou., to Toronto, Ontario, are now carried in the western trunk lines (Agt. Hosmer's tariff No. 68). The following roads are now arranging to cancel the rates to Toronto named in their individual tariffs and confine the application of such rates to the western trunk lines tariff: C. & N. W., C. G. W., C. M. & G., C. M. & St. P.

Mo. Pac. quotes a rate effective Oct. 27 from Chicago to Bimidi, Minn., 40c; millet seed from Kansas City, Mo., to Breckenridge, Wahpeton, N. D., 27c; Moorehead, Fargo, N. D., 27.5c; from Omaha, Neb., to Breckenridge, Minn., Wahpeton, N. D., 26c; Moorhead, Fargo, N. D., 26.5c; from Potosi, Mo., to Buffington, Doniphan, Gray Ridge, Morehouse, Mo., wheat, 12c; corn, 10c.

C. G. W. with participating carriers in Sup. 2 to 33-B quotes joint and proportional freight rates on grain and flaxseed from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Minn., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Memphis, Tenn., New Orleans, La., and other Mississippi valley points and gulf ports named in the tariff, effective Nov. 1.

M. C. in Sup 8 to GFD 9073 is an amendment to the local, joint and proportional commodity freight tariff on grain from its stations and those of connecting lines to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Ontario, Pennsylvania, West Virginia and Wisconsin, also from its stations to Detroit, Mich., and Toledo, O., effective Oct. 25.

Erie quotes a rate from Buffalo to Boston for export, barley and corn 4½c, flaxseed 5½c, oats 3.7c, rye 5¼c, wheat 5½c, per bu.; to Port Richmond, Philadelphia, for export, barley 4.55c, corn 4.45c, flaxseed 5.2c, oats 3.5c, rye 4.95c, wheat 5.2c, per bu.; to Long Dock, Jersey City, for export, barley and corn 4½c, flaxseed 5½c, oats 3.7c, rye 5¼c, wheat 5½c, per bu., effective Nov. 6.

R. I. quotes rates between Memphis, Tenn., and Thomas, Balle, Nahay, Ona, Ark., on corn 10c, wheat and rough rice 13c; broom corn to Ft. Wayne, Tex., from Abbott, 78c; Atarque, 74c; Bard, 62c; Bascomb, 70c; Cabeza, N. M., 78c, effective Nov. 5. A new rate from Omaha, South Omaha, Neb., Council Bluffs, Ia., when originating beyond, to New Orleans, La., and rate points, wheat, corn, 20c, buckwheat 21c, effective Nov. 2.

Pa. Co. quotes ex lake grain rates, effective Nov. 15, from Erie, Pa., to New York, wheat 6c, rye 5¼c, corn 5¼c, oats 4c, flaxseed 6c, barley 5¼c; to Philadelphia and Baltimore, wheat 5.7c, rye 5.45c, corn 4.95c, oats 3.8c, flaxseed 5.7c, barley 5½c; from Buffalo, N. Y., to New York, wheat 6c, rye 5¼c, corn 5¼c, oats 4c, flaxseed 6c, barley 5¼c; to Philadelphia and Baltimore, wheat 5.7c, rye 5.45c, corn 4.95c, oats 3.8c, flaxseed 5.7c, barley 5½c.

C. R. I. & P. in Sup. 69 to 10389-C quotes local, joint and proportional rates on grain, fax and millet seed between St. Louis, Mo., East St. Louis, Ill., Alton, Quincy, Ill., Hannibal, Mo., and stations in Illinois, Iowa, Nebraska, Minnesota, Missouri and South Dakota on the C. R. I. & P., also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan., also on grain from its stations in Iowa, Minnesota and South Dakota to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, issued under authority of Rule 9 (k) of the ICC tariff circular No. 18-A and in compliance with investigation and suspension docket No. 114 of September 16, 1912, copy of which is shown on page 2 of the tariff.

C. R. I. & P. quotes a new rate, effective Nov. 9, to Texarkana, Ark.-Tex., from Atchison, Armourdale, Kan., Council Bluffs, Ia., Kansas City, Leavenworth, Kan., corn 27½c, wheat 30½c. To Texarkana, Ark.-Tex., from Omaha, Neb., corn, 31½c; from St. Joseph, Mo., corn, 27½c; from South Omaha, Neb., corn, 31½c. Nov. 8 to Thomas, Ark., from St. Louis, Mo., East St. Louis, Ill., wheat 14c, corn 12c. To Thomas, Ark., from Cairo, Thebes, and Gale, Ill., wheat 12c, corn 10c. Effective Nov. 9, between Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., and Aladdin, La., flaxseed 14c, wheat 14c, corn, rye, oats and barley 13c. Effective Nov. 30, to Coal Creek, Bokoshe and Milton, Okla., from Chicago, 25c, corn 21.5c. From Mississippi river wheat 26.5c, corn 23c. From Peoria, wheat points, wheat 23.5c, corn 20c.

C. M. & St. P. in Sup. 108 to 2463-D quotes reduced rates on grain from Avon, Betts, Corsica, Kimball, Lesterville, Mt. Vernon, Plankinton, Pukwana, Running Water, Stickney, Tabor, Tyndall, Utica, Vivian, White Lake, S. D., and Wells, Minn., to Chicago and Milwaukee. These reductions were originally published to become effective Sept. 15, and later postponed to Oct. 12. These rates are not affected by the suspension order of the Interstate Commerce Commission, which covers only the advanced rates.

C. & N. W. quotes a rate effective Nov. 20 on grain to Kansas City, Mo., from Arlington, S. D., 16.5c; Blue Earth, Minn., 14c; Marshall, Lamberton, 15c; Janesville, New Ulm, Minn., 14c; Oakes, N. D., 17.5c; Zumbrota, Welcome, Waseca, 14c; Vesta, Minn., 15c. A rate effective Nov. 15, between Winona, Minn., and La Crosse, Wis., wheat, corn, oats, rye and barley, 4.5c; between Winona, Minn., and Rhinelander, Wis., wheat, corn, oats, rye and barley, 15c; between Winona, Minn., and Marquette, Mich., wheat, corn, oats, rye and barley, 19c.

Exports of Breadstuffs.

Exports of breadstuffs during the nine months prior to Oct. 1 included 1,636,050 bus. barley, 24,916,881 bus. corn, 7,967,428 bus. oats, 135,010 bus. rye, 25,140,008 bus. wheat and 7,035,454 barrels of wheat flour, compared with 3,107,964 bus. barley, 50,606,176 bus. corn, 1,412,808 bus. oats, 446 bus. rye, 13,605,924 bus. wheat and 7,975,884 barrels of wheat flour during the corresponding nine months of 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

Wheat exports during September were 13,141,931 bus. this year, against 4,937,451 bus. last year. The total value of the breadstuffs exported during the nine months was \$82,230,230, compared with \$92,292,808 in the corresponding months of 1911.

Car Situation Becoming Strained.

That the car shortage is a stern reality, that it has reached an acute state and will soon be the worst in the history of modern times, is indicated by the report of Arthur Hale, chairman of the Com'te on Relations Between Railroads, issued Oct. 17.

The car surplus, Oct. 10, was only 22,810 cars, a comparatively small part of which is in box cars. Compared with the surplus on Sept. 26, there is a decrease of 3,944 cars of which 3,650 is in box cars. The situation is now as serious as in 1907, the year of the great car famine.

The total car shortage reached 54,389 on Oct. 10. Compared with the preceding two weeks' period, there is an increase in the shortage of 9,842 cars, of which 5,455 is in box.

Compared with the same date of 1911, there is a decrease in the total surplus of 26,044 cars of which 5,786 is in box, 10,005 in coal, 2,582 in flat and 7,671 in miscellaneous. The total shortage has increased 41,432 cars of which 22,659 is in box, 13,385 in coal, 2,993 in flat and 2,395 in miscellaneous cars.

At the fourth annual meeting of the Council of Grain Exchanges at Chicago, Jan. 16 and 17, 1913, E. H. Culver, chief grain inspector at Toledo and chairman of the Uniform Grades Com'te, will make a report. Dr. J. W. T. Duvel, crop technologist of the U. S. Dep't of Agriculture, will also be present at the meeting and make public certain information regarding corn the Dep't of Agriculture has been working to secure.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

The energies of the trade are occupied in the marketing of the crop of small grains. The volume of receipts is large and so is the distribution. Values in the United States have been adjusted to those in Europe, so that there is an enormous absorption of wheat and oats, and both are on the best commercial bases they have been in years.

Lake freights are the highest at this season they have been in years, and ocean freights have increased 100% in the last 60 days. These conditions accentuate the big demand there is for food products.

**Consignments of Grain
and orders for future
transactions solicited.
Also orders for wheat
from millers.**

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CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL
315 S. La Salle St., CHICAGO, ILL.

Supply Trade

Moline, Ill.—Work on the new plant of Barnard & Leas Mfg. Co., is progressing rapidly and the company hopes to occupy it, and have the machinery in full operation by Jan. 1st, 1913.

Ottawa, Ill.—The Gardner Grain Weigher Co., whose factory was recently destroyed by fire, is about to increase its capital stock to \$100,000, proposing to build a new factory at Ottawa.

Chicago, Ill.—We are running our shops 24 hours a day but still are a month to six weeks behind our orders and every day brings many new ones.—Hess Warming & Ventilating Co.

Chicago, Ill.—Among recent Illinois incorporations is that of the Johnson Compound Gas Engine Co., with a capital stock of \$2,000, for manufacturing and dealing in gas engines and prime movers.

Are the readers of the Journal receiving "The Otto Cycle," published monthly by the Otto Gas Engine Works, Philadelphia? It should be of much value to engine operators and will be sent free upon application.

Corliss, Wis.—The Rumely Products Co. has entered into contract with the Wisconsin Engine Co. for the sale of the Adams kerosene gas engine, a stationary engine of large horse power, particularly designed for cotton gin and irrigation work.

A few words forcibly spoken make a greater impression than the longest and most carefully worded speech. The point is more easily grasped than from a long speech, much of which is usually an attempt to prove true original statements.—*Mahin's Messenger*.

Decatur, Ill.—Louis D. White, manager of the Beall Improvements Co., died recently of a complication of diseases, after an illness of five months. His death is deeply regretted by the many members of the trade who knew him during 18 years as manager for the company.

Chicago, Ill.—Recognition among grain dealers of the growing importance of the moisture test and the increased demand for testers, resulted in the entrance of another manufacturer into this field. Illustrated literature will be gladly sent readers of the Journal by the Seed Trade Reporting Bureau.

Chicago, Ill.—Among recent orders for Salisbury "R. F. & C." solid woven rubber belting are those of 517 ft. of 22 and 36 in. width for the Pillsbury Mills, 1116 ft. of 40 in. for Washburn-Crosby & Co., Minneapolis, and 272 ft. 20 in. for the American Maltng Co. A large order which is distinctly a tribute to the belt's quality is one from the Case Threshing Co., Racine, for 24,500 ft. of varying sizes.

The Memphis Freight Bureau has filed a complaint with the Interstate Commerce Commission, for the American Bag Co., in which they attack the import rates from Atlantic and gulf ports on jute burlaps, as being discriminatory to Memphis bag manufacturers and in favor of those located at St. Louis and other points. They ask that order may be issued to make the defendants put in such rates as will do away with the discrimination.

Peoria, Ill.—The directors of the National Implement and Vehicle Show Company have been advised that the National Gas Engine Trades Association has voted to recommend a gasoline engine exhibit under the auspices of the association, to be held in connection with the national show at Peoria next year.

Chicago, Ill.—A recent ruling by the Hon. Third Assistant Postmaster General, with reference to marking editorial or reading matter "Advertisement" as required by Act of Congress, has been received. He advises that "The obvious purpose of this part of the Act was to require publishers of newspapers and periodicals to identify as advertisements such editorials or reading matter, for the printing of which they received money or other valuable consideration, such as business write-ups, descriptive news stories, which have for their purpose the calling of attention to the merits of something in which the undisclosed advertiser is interested, and all such matter should be marked 'Advertisement' in full, and not abbreviated. This forms the view of the Department, as the Act being penal in its nature, would necessarily be construed and applied by the courts on the facts of a given case."

The development of an internal combustion engine which will operate successfully and with the greatest possible economy not only on crude oil, but also on the residual products obtained in refining crude oils, as well as on the by-products of gas and coke manufacturing plants, is bound to attract the attention of every one interested in the production of power at the lowest possible cost. An engine of this type is represented by the horizontal Otto Crude Oil Engine operating on the Diesel method of fuel injection and combustion. The advantages which explain the phenomenal success of this type of engine are due to an entirely new principle of handling liquid fuels of low degree, such fuels as have not heretofore been converted into power without the use of expensive and complicated auxiliary apparatus for the purpose of vaporization. The Otto Crude Oil Engine uses these fuels in their simplest, least expensive and most generally available form, and its efficiency is said to be far ahead of that of any other prime mover, not only steam, but also any ordinary type of internal combustion engine, that the degree of economy obtained in employing these cheap fuels is truly remarkable. Crude oils and residual oils obtained in refining mineral oils of all kinds are available at prices ranging from 2½ to 4 cents per gallon, according to the distance from the oil fields to the destination of shipments. Considering that the Otto Crude Oil Engine develops a brake horsepower hour on 1-15 of one gallon of these fuels, it will be seen that the fuel cost per brake horsepower per hour is from 1-6 to 1-4 of a cent.

Chicago, Ill.—The Hess Warming & Ventilating Co. reports the sale of Hess Moisture Testers to Stratford Grain & Supply Co., Stratford, Ia.; Farmers Elvtr. Co., Scranton, Ia.; Empson Packing Co., Longmont, Colo.; Farmers Co-op. Co., Hawarden, Ia.; W. R. Brown, Padonia, Kas.; Green Oaks Farmers Elvtr. Co., Green Oaks, Ill.; Farmers Elvtr. Co., Jefferson, Ia.; Memphis Mfg. Co., Memphis, Tenn.; Farmers Grain Co., Yetter, Ia.; Glidden Farmers Elvtr. Co., Glidden, Ill.; Farmers Co-op. Ass'n, Alcester, S. D.; Ernesto Stricker, Buenos Aires, Argentine; Farmers Grain

Co., Story City, Ia.; Rockefeller Grain Co., Carson City, Mich.; J. Weikel, Jordan, Ia.; Farmers Elvtr. Co., Buckeye, Ia.; Geo. Moulton, Fonda, Ia.; Farmers Elvtr. Co., LaHogue, Ill.; A. Hakes, Manson, Ia.; W. H. Hurley, Clinton, Mo.; Crawford & Co., Breckenridge, Mich., for bean testing; Weyman-Bruton Co., Chicago, for snuff; Gallaher, Ltd., Belfast, Ireland, for tobacco; Board of Grain Commissioners, Canada, six, for use at Ft. William, Duluth, Winnipeg, Calgary and Toronto; Fields & Slaughter Co., Sioux City, Ia., for their stations at McLean, Laurel, Allen and Dakota City, Neb., and Elk Point, S. D.; Western Elvtr. Co., Winona, Minn., 22, to be used at Renwick, Kamrar, Farnamville, Stilson, Grand Mound and Elkhart, Ia., for the testing of flax, the remainder at Lynn Grove, Peterson, Cylinder, Crippen, Meridian, Anthon, Alta, George, Edna, Wadley, Richards, Dickens, Maclay, Sandborn and Judd in Iowa, and Rowena, S. D. Hess Driers are also in demand, witnessed by the recent orders from the Cutler Co., No. Wilbraham, Mass.; Narragansett Mfg. Co., Fox Point, R. I.; C. W. Campbell Co., Westley, R. I.; Page Seed Co., Greene, N. Y.; Rockefeller Grain Co., Carson City, Mich.; St. John Grain Co., Heron Lake, Minn.; National Elvtr. Co., Pt. Arthur, Ont., and a large capacity (30,000 to 35,000 bus. per day) drier ordered by Bartlett, Frazier & Co., Chicago, for their Indiana Harbor elevator, costing \$25,000.

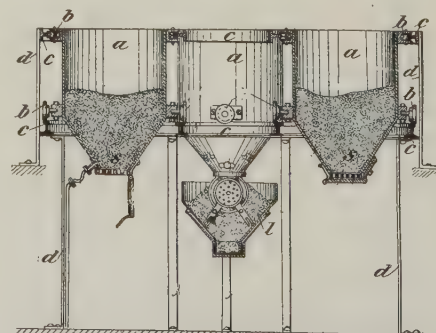
Process for Grading up Low Grade Wheat.

Converting low grade wheat into grain yielding flour of high quality is the purpose of an invention by Johann Georg Ferdinand Dombach of Amsterdam, Netherlands, for which he was on Oct. 8 granted letters patent No. 1,040,290.

The inventor starts out with this premise: "The chemical constitution of the gluten and other parts of the grain determine its quality, rather than the amount of gluten."

His process consists of subjecting about 30 per cent of the inferior wheat to a swelling or incipient germination. The remaining grain after being cleansed by repeated washings and then dried in a well ventilated chamber, is mixed and ground with the germinated grain.

The grain to be treated to the swelling or germinating process is also thoroughly cleansed in the manner described. It is then allowed to swell or germinate partially, the complete swelling or germination of the grain being avoided. The quantities of grain to be treated are often large so the usual process of germination is not followed. As wheat easily passes into fermentation, the germinating process must be quickly carried out. For



Wheat Swelling Tanks.

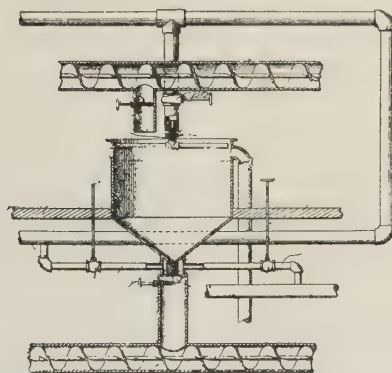
the purpose of accelerating the treatment, the preliminary softening and germinating processes are preferably carried out in such a manner as to render unnecessary the transferring of the grain. Both processes take place in the same vessel or apparatus, which is shown in the engraving.

The time required for softening the grain is usually from 6 to 10 hours. When the grain has been sufficiently softened, the liquid in which the softening has been effected is drawn off and the grain is subjected to the germinating process in the same receptacle for about 12 hours. While the grain is under process of germination, air under pressure is forced thru the whole mass of grain by which means the process is accelerated.

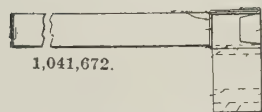
It is advantageous that the grain during its softening should be at rest. During the swelling or germinating process, however, the air forced thru the grain stirs it and while accelerating the germination, prevents the grain from caking.

The grain now germinated is at once mixed with the remainder of the inferior grain, thoroly washed but not germinated. The mixture is brushed, polished and then ground. High grade flour of uniform quality results!

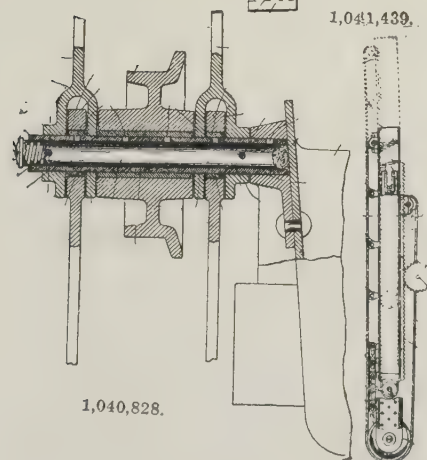
The apparatus is cylindro-conical, with circular roller track and movably arranged on rails. In the drawing *a* represents the softening or germinating receptacles, which are either fixed to the frame formed by the supports *d* or are arranged on the rails *c* so as to be capable of rotation upon the wheels *b*. After the germination process is completed, the germinated moist grain passes thru a valve into the rocking hopper, *i*.



1,041,282.



1,041,672.



1,041,439.

1,040,828.

Patents Granted

Process of Malting. No. 1,041,282. (See cut.) Herman Heuser, Chicago. The process consists of steeping grain by passing water thru the body of grain until the grain is substantially softened, the water passing thru the grain forthwith without accumulation.

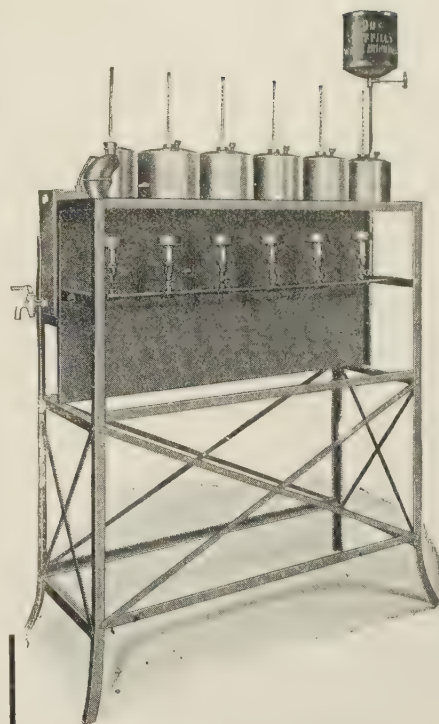
Process of Treating Grain, Pulse, and the Like. No. 1,041,629. Charles Jaquet, Konigshofen, Strasburg, Germany, assignor to Schneider, Jaquet & Cie., G. M. B. H., Konigshofen, Strasburg, Germany. The process of improving and keeping fresh, grain, pulse and the like, consists in wetting the same and submitting it to a current of air, and in thereupon immediately repeating the water treatment of the material in its entire state.

Link Belt Conveyor. No. 1,040,828. (See cut.) Newton Barton Widmayer, Yonkers, N. Y. The link belt conveyor comprises a series of buckets, chains arranged in parallel relation on each side of the buckets, wheels supporting the chains, thru cross members between the buckets connecting the links of the several chains at points intermediate their ends. Hollow axles for the wheels pivotally unite the links of the chains and have projecting portions on which the buckets are trunnioned. The axles are provided with oil passages leading to the bearings of the members mounted thereon.

Belt Conveyor. No. 1,041,439. (See cut.) Franklin J. Dearborn, Oakland, Cal. In combination with the ladder having pulleys at opposite ends, an extension member guided between the sides of the ladder and having pulleys thereon at its opposite ends, are racks on the sides of the extensions. Pinions mesh therewith and a belt passes around the pulleys on the ladder and its extension. Intermediate idlers are slidably mounted on the ladder and extensible connections between the fixed idler on the extension and the intermediate idlers substantially as described.

Car Seal. No. 1,041,672. Harry B. Reser, Raynesford, Mont. The device consists of a strip of sheet metal having its free end bent downwardly and upon itself to form a tongue, the opposite extremity of the strip being enlarged to provide a bottom wall in continuation of the strip. A tongue at the end portion is adapted to be bent inwardly in an inclined direction, a side flap being formed with the bottom and adapted to be bent at right angles to form a side and top wall. A second flap at the opposite side of the bottom part is bent upwardly and outwardly upon itself, the extremity of the first mentioned flap being bent inwardly and upwardly to overlap and engage the rebent portion and a tongue formed with the first mentioned side flap and extended lengthwise of the strip to be bent at right angles thereto to form an inner end flap and then longitudinally and inwardly of the second mentioned flap and rebent at its end portion to engage the far end of the second mentioned end flap beneath the interlocked portions.

Misbranding of rice shipped from the state of Oregon into the state of Washington was charged against the Interior Grocery Co. of Walla Walla, Wash., by the government. The product was labeled, "Fancy Southern Japan Rice, Lot No. 76, Allen & Lewis, Portland, Ore. Rice coated with glucose and talc. Remove by washing before using. 26 A. Wash." Misbranding was alleged for Interior Grocery Co., Walla Walla, the reason that the rice was not of foreign growth and importation and was not a fancy southern Japan rice, as indicated by the label.



More Hess Moisture Testers are used in grain offices and exchanges than all other makes combined, yet in spite of this there are some poor souls, interested in the sale of other testers, who must talk against the Hess Tester. They don't say that the tester is inaccurate, or that it isn't better made than other testers, or that it hasn't all the advantages any tester could have, but their objection has simmered down to the pitiful plea that you can't see the bulb of the thermometer when you put it in the oil, holding that the glass bubbles sometimes used, instead of the copper flasks, are to be preferred, because the oil and thermometer are visible through the glass.

To anyone who understands testers the claim is ridiculous. The level of the oil is always the same, about one third below the top of the flask, and the thermometer should be immersed so that the bulb of the mercury is just below the surface of the oil. The intelligence required to submerge the thermometer properly is about as much as would be required to POUND SAND, and if your man claims that he cannot push the thermometer through the stopper the proper distance, and leave it there until the stopper is worn out, he ought not to be entrusted with the testing of grain in any device, for he would probably make a failure of it.

The grain man who wants to waste money renewing glass flasks and fixtures better not buy the Hess Moisture Tester, for the flasks are copper and don't need renewing.

The buyer of glass flasks who buys with the anticipation of seeing the thermometer through the glass is very apt to be disappointed, too, when the glass blackens up after a few tests and shuts off his view.

The Hess Testers are guaranteed for accuracy. Their construction is of the most substantial and durable nature, and they are more convenient in operation than any other. If you buy one and feel that you would rather have your money back, you may return the machine to us and we will pay freight both ways, and return the price you have paid.

We make them for gasoline, gas, alcohol, and also for electricity. Free Booklet.

Hess Warming & Ventilating Co.
907 Tacoma Bldg., Chicago

The Canadian Government has adopted the Hess Tester, and has placed them in its various inspection offices.

Supreme Court Decisions

Right to Sue Carrier.—An action for loss of goods in transit may be maintained against a carrier either by the shipper or consignee.—*Bromschwig v. Missouri, K. & T. Ry. Co.* St. Louis Court of Appeals, Missouri. 147 S. W. 175.

Right to Crops.—The owner of land cannot lawfully enter and take crops against a tenant at will until the tenancy is legally determined.—*Evans v. Watkins.* Supreme Court of New Hampshire. 83 Atl. 915.

Landlord's Lien.—A landlord has no landlord's lien on a crop raised in 1909 for advances made and supplies furnished the same tenant in 1910, nor any other lien unless one is expressly given him by the tenant.—*McMullen v. Green.* Court of Civil Appeals of Texas. 149 S. W. 762.

Limitation of Carrier's Liability.—While a carrier may contract against some of its common-law liabilities, it cannot by special contract relieve itself of all such liabilities, nor of the results of its own negligence.—*Nashville, C. & St. L. Ry. v. Hinds.* Court of Appeals of Alabama. 59 South. 670.

Arbitration.—Arbitrators are immune from private action for damages for judgments rendered while acting within their jurisdiction in the due course of the administration of justice.—*Hutchins v. Merrill.* Supreme Judicial Court of Maine. 84 Atl. 412.

Rescission of Sale.—A buyer of goods sold by sample cannot rescind the sale for defects therein, and refuse to pay therefor, while still retaining the goods and refusing to deliver them to the seller.—*Ohio Pottery & Glass Co. v. Black.* Court of Civil Appeals of Texas. 149 S. W. 735.

Sale of Good Will.—A person who has sold the good will of his business may, unless he has otherwise covenanted, set up a rival business, but he may not solicit the custom of those who have previously dealt with him.—*Snyder Pasturized Milk Co. v. Burton.* Court of Errors and Appeals of New Jersey. 83 Atl. 906.

Mutual Insurance.—Existence of an unliquidated and disputed claim of a member of a mutual fire insurance company for a claimed loss does not justify refusal to pay future assessments so far as future insurance is concerned.—*Stutzman v. Cicero Mut. Fire Ins. Co.* Supreme Court of Wisconsin. 136 N. W. 604.

Measure of Damages for Breach of Contract.—Under Sales Act (Laws 1907, c. 212) § 64, a seller's measure of damages for the buyer's breach of contract is, where the goods are resold, the difference between the contract price and the selling price.—*Urbansky v. Kutinsky.* Supreme Court of Errors of Connecticut. 84 Atl. 317.

Ownership of Crop.—Under a cropper's contract providing that the landowner was to sell the crop and give the cropper a certain part of the proceeds, the ownership of the crop was in the landowner, and the cropper could not transfer any title in it to another.—*Davidson v. Osborne.* Supreme Court of New York. 136 N. Y. Supp. 247.

Title in Bank on S O B L.—Where the seller of a boat delivered it to a carrier, consigned to his own order, and negotiated the B/L, with draft attached, and received full credit therefor upon the books of a bank, the transaction vested the legal title to the boat in the bank, which could not be divested by the carrier's unauthorized act in delivering the boat to the buyer without a surrender of the bill of lading, or by a garnishment of the buyer by a creditor of the seller.—*Reed v. Racine Boat Co.* Supreme Court of Iowa. 137 N. W. 458.

B/L Evidence of Weight.—Bills of lading are sufficient to show a receipt of the quantity of goods claimed to have been delivered to an initial carrier, in the absence of any evidence to disprove the accuracy or correctness of weights given therein.—*New York & B. Transp. Line v. Lewis Baer & Co.* Court of Appeals of Maryland. 84 Atl. 251.

Wagon Scales a Nuisance.—A bill lies to enjoin a private party from maintaining a nuisance in a street, consisting of wagon scales and platforms, in such manner as to illegally interfere with plaintiff's and the public's ingress to and egress from plaintiff's property.—*City of Florence v. Woodruff.* Supreme Court of Alabama. 59 South. 425.

Remedy for Breach of Contract.—Where a seller of goods, after bringing his action for goods sold and delivered, resells them under his lien and thereby obtains part of the purchase price, he need not abandon the action commenced, but may recover the balance of the purchase price.—*Urbansky v. Kutinsky.* Supreme Court of Errors of Connecticut. 84 Atl. 317.

Seller's Right to Stop in Transit.—A consignee may exercise the right of stoppage in transitu while the goods are in the possession of the carrier at destination and are held for unpaid freight charges, unless the B/L has been assigned to a bona fide purchaser for value.—*Gass v. Southern Pac. Co.* Supreme Court of New York. 137 N. Y. Supp. 261.

Right of Action Against Carrier.—Plaintiff's possession of goods shipped by a carrier before delivery to the carrier was sufficient to entitle him to maintain replevin to recover the goods against the carrier under the rule that such possession was prima facie evidence of ownership.—*Perkins v. Chautauqua Traction Co.* Chautauqua County Court, New York. 137 N. Y. Supp. 80.

Sale of Crop.—A sale or mortgage of growing crops of itself operates as a constructive severance of the same from the soil, so as to make the crop personal property. Since a crop of grass grown on a wife's land is severable by a sale thereof and constitutes personalty, such crop is community property subject to sale by the husband.—*Kreisle v. Wilson.* Court of Civil Appeals of Texas. 148 S. W. 1132.

Agreement to Arbitrate Not Revocable.—A valid agreement by the parties to a contract, made before any dispute has arisen, to submit to arbitration some specific question of fact, with a further provision that such arbitration shall be a condition precedent to a right of action on the contract, held to be irrevocable.—*Jones v. Enoree Power Co.* Supreme Court of South Carolina. 75 S. E. 452.

Recovery of Excessive Freight Charges.—While Act Feb. 7, 1902 (23 Stat. at Large, p. 1066), providing for the selection of the jury list, no doubt contemplates that the names selected should be considered by the jury commissioners as a body, a failure to give such consideration is a mere irregularity, objection to which must be made before trial.—*State v. Jones.* Supreme Court of South Carolina. 75 S. E. 449.

Must Pay Schedule Rate.—A shipper is properly required to pay the full freight rate, established under the interstate commerce law (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]), though the carrier has through mistake contracted to carry at a lesser rate.—*Dunne & Grace v. St. Louis & S. W. Ry. Co.* St. Louis Court of Appeals, Missouri. 148 S. W. 997.

Seller's Remedy for Breach of Contract.—Where the seller of property is in possession, his measure of damages for the buyer's breach is the difference between the contract and the market price; but where the seller has yet to acquire the property, and the damages are not speculative, his measure of damages is the difference between the contract price and the price at which he might have acquired the property which he sells.—*Dimmick v. Hendley.* Court of Appeals of Maryland. 84 Atl. 171.

Telegraf Company Liable for Negligence.—A telegraf company cannot, by stipulation on the blanks furnished for the writing of messages, exempt itself from liability resulting from the negligence of its employees in transmitting and delivering the messages, except as to repeated messages.—*Western Union Telegraf Co. v. Anniston Cordage Co.* Court of Appeals of Alabama. 59 South. 757.

Notice of Fire Loss.—Where a mutual fire insurance company provided that, in case of loss, insured should give notice in writing within thirty days to the company, which should appoint a committee to assess the damages, and such notice was not given, insured cannot recover for the loss without proof of waiver of such notice.—*Masino v. Farmers & Mechanics Mut. Ins. Ass'n of Bucks County.* Supreme Court of Pennsylvania. 84 Atl. 406.

Recovery for Error in Quoting Rates.—Under the interstate commerce law, providing for the publication of freight rates, the mistakes of the agents of those engaged in interstate commerce will not preclude the carrier from collecting the excess due in case of underpayment, or the shipper or consignee from collecting an overpayment.—*Louisville & N. R. Co. v. McMullan.* Court of Appeals of Alabama. 59 South. 683.

Contract Void by Error of Telegraf Company.—Where a sale of yarns was negotiated by telegraph, and plaintiff was induced to accept defendant's offer by reason of a mistake in the offer telegraph as to the price, there was no meeting of minds; and plaintiff, when it discovered the mistake, was entitled to reject the goods and buy elsewhere.—*Western Union Telegraf Co. v. Anniston Cordage Co.* Court of Appeals of Alabama. 59 South. 757.

Carrier's Liability for Delay.—The carrier, not having been informed of the shipper's intention to transport the goods for the purpose of a sale thereof at a certain time, which he had advertised, is not liable, because of its delay in transportation, for the consequential damages of loss of profits from such sale, even are they not too remote and speculative.—*Dunne & Grace v. St. Louis & S. W. Ry. Co.* St. Louis Court of Appeals, Missouri. 148 S. W. 997.

Discrimination in Price of Commodity.—House Bill No. 2247, prohibiting any person engaged in general business from maliciously discriminating in prices of commodities sold between different purchasers or parts of the state, is not invalid; there being no constitutional inhibition to making unlawful an act done with malevolence which would be lawful if innocently done.—*In re Opinion of the Justices.* Supreme Judicial Court of Massachusetts. 99 N. E. 294.

Delay of Night Message by Telegraf Co.—Where, in an action for damages arising from delay in the delivery of a telegram sent in the evening, the pleadings and evidence raise an issue as to whether the telegram was a day or a night message, it is an invasion of the jury's province to instruct that it was the company's duty to promptly transmit and deliver the same; such being the law only in case it was a day message.—*Western Union Telegraf Co. v. White.* Court of Civil Appeals of Texas. 149 S. W. 790.

Liability of Elevator Co. Operating Car.—An elevator company which received cars containing grain to be passed through its elevator from a railroad company in one part of the latter's yards moved them at its convenience with its own employees on a down-grade track to its elevator, and after they were unloaded, on down the track to another part of the yards where they were redelivered to the railroad company, while the cars were so in its possession was under the duty to its employees operating the same to exercise reasonable care, by inspection or otherwise, to see that the cars were in good order, and proper condition for handling.—*Republic Elevator Co. v. Lund.* U. S. Circuit Court of Appeals. 196 Fed. 745.

Burden of Proof of Value of Shipment.—Where, in an action for damages for loss of goods delivered to a common carrier for transportation, the plaintiff proves the actual value of the goods, if the carrier in defense to the action relies upon a stipulation in the contract of affreightment fixing the value of the goods at a sum greatly less than their actual value as shown by the evidence, the burden is on the carrier to show that the sum named in the contract was not a mere arbitrary preadjustment of damages, but was an actual bona fide agreement as to the value of the goods.—*Louisville & N. R. Co. v. Tharpe*. Court of Appeals of Georgia. 75 S. E. 677.

Delay in Delivery.—Where a carrier of freight received no notice of special circumstances requiring prompt delivery at or before the time of the shipment, but it transported the freight promptly to the point of destination, and its agent there negligently and wilfully failed to make a delivery for more than a month after the arrival of the freight, though the consignee notified him of the necessity of a prompt delivery and of the special circumstances which would cause special damages for a delay, the consignee could recover special damages sustained by the delay in delivery.—*Chicago, R. I. & P. Ry. Co. v. King*. Supreme Court of Arkansas. 148 S. W. 1035.

Public Elevator.—An elevator in which the grain of different owners is kept entirely separate, but in which the grain of the same owner delivered at different times is mixed together, except where he directs otherwise, is not a "public elevator" within the meaning a statute providing "that all elevators or warehouses located in this state in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which the grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, and doing business for a compensation, are hereby declared public warehouses."—*State v. Atchison, T. & S. F. Ry. Co.* Supreme Court of Kansas. 125 Pac. 98.

Overcharge by Connecting Lines.—Where plaintiff contracted with defendant for transportation of a car, to be taken over its line to a certain point, and there delivered to a connecting carrier to complete the transportation, and at destination the connecting carrier, without having advanced to defendant its charges, collected an excessive amount to cover the freight charges of both, asserting, as to the entire sum, the lien of both, defendant, by reason of the wrongful use by the connecting carrier of the agency which defendant gave it by delivery of the shipment to it without requiring an advancement of the then accrued freight, became liable for the excess collected, though it was retained by the connecting carrier.—*Dunne & Grace v. St. Louis & S. W. Ry. Co.* St. Louis Court of Appeals, Missouri. 148 S. W. 997.

Liability for Injury of Employee Moving Car.—Plaintiff, who was in the employ of defendant elevator company, was directed by the foreman to take a car which had been unloaded down an inclined track to the railroad yard. In doing so it was the custom for the employee to mount and ride the car, setting the brake when it reached the proper place. In this instance plaintiff testified that the brake would not work, and that the car ran into another, causing him to be thrown off and injured. There was other testimony that on an inspection immediately after the injury the brake rod was found to be broken or disconnected so that the brake would not work. There was also testimony to the contrary. Held, that such testimony constituted substantial evidence that the brake was defective prior to the injury, and that defendant might have discovered the defect by the exercise of ordinary care, and justified the submission of such questions to the jury as well as the questions of plaintiff's negligence and assumption of risk.—*Republic Elevator Co. v. Lund*. U. S. Circuit Court of Appeals. 196 Fed. 745.

Fire From Railroad Engine.—The time of the negligent act of a railroad company setting a fire which destroyed the property of another must be proved as alleged in an action for the loss, and the variance between a declaration alleging the setting of a fire on a designated date in a month, and the testimony of witnesses unable to fix the date, but merely able to state that the loss occurred in the month, is fatal.—*Hewitt v. Pere Marquette R. Co.* Supreme Court of Michigan. 137 N. W. 66.

Seller's Right to Stop in Transit.—Although the transfer of an unconditional B/L by indorsement and delivery for value may defeat the consignor's right of stoppage in transitu, the words "not negotiable" on the face of the bill are sufficient to put the transferee upon his inquiry as to the rights of the consignor, and where he makes no inquiry, and by neglect to pay freight charges unreasonably delays obtaining possession of the goods until the consignee has become insolvent and the consignor has exercised its right of stoppage in transitu, he has no action against the carrier for conversion, upon its refusal to deliver possession.—*Gass v. Southern Pac. Co.* Supreme Court of New York. 137 N. Y. Supp. 261.

Connecting Carriers.—When an owner delivers goods to a carrier for transportation to a destination beyond its line, and for that purpose to be delivered by it to a connecting carrier in order to continue the transportation, or where it becomes necessary for that purpose to make successive deliveries from one to another upon a continuous line or succession of carriers, the first and each succeeding carrier, if each conducts business independently of the others, becomes the agent of the owner to make delivery of the goods to the next carrier; and if in such case the initial carrier gives to the owner a bill of lading by the terms of which the goods are to be delivered at the terminus of its line to a named connecting carrier, to be transported over the latter's line and certain other designated lines to destination, and by the fault or negligence of the initial carrier the goods are transported to destination over other lines than those named in the bill of lading, the final carrier has the right to pay the charges for freight, if within the ordinary rates and apparently regular, of the prior connecting carriers over whose lines the goods were transported, and to hold the goods for reimbursement, as well as for its own share of the freight earned and for demurrage due it, provided the final carrier had no knowledge or notice of the agreement between the owner and the initial carrier, embodied in the bill of lading, as to a different routing of the goods. *Bird v. Georgia R., 72 Ga. 655; Georgia R. Co. v. Murrah, 85 Ga. 343, 11 S. E. 779*, and authorities cited; *Goodin v. Southern Railway Co., 125 Ga. 630, 634, 54 S. E. 720, 6 L. R. A. (N. S.) 1054, 5 Ann. Cas. 573; Seaboard Air Line Ry. v. Friedman, 128 Ga. 316, 318, 57 S. E. 778; 1 Hutch. Car. (2d Ed.) § 139; 4 Elliott on Railroads (2d Ed.) § 1451; 5 A. & E. Enc. Law (2d Ed.) 406, 408; 11 Notes to American Decisions, 747*, annotations to *Briggs v. Boston & L. R. Co., 6 Allen (Mass.) 246, 83 Am. Dec. 626*.—*Seaboard Air Line Ry. v. Southern Flour & Grain Co.* Supreme Court of Georgia. 75 S. E. 654.

Two Reports on the Same Car.

In your March 10th issue we notice reports by Haman Bros., Milmine, Ill., and Horton Bros. & Co., Tolono, on the leaking condition of Wabash No. 60347 and write to thank you for having inaugurated this plan. The car in question was shipped for our account from Iliopolis, and the timely notice of its leaking condition should make the collection of our claim against the railroad company for loss easier than without this testimony. We have written Haman Bros. and Horton Bros. & Co. thanking them for the interest displayed. Count on us as endorsing this plan of reporting. It is good and we hope will meet with general approval.—*Paul Van Leunen & Co., Decatur, Ill.*

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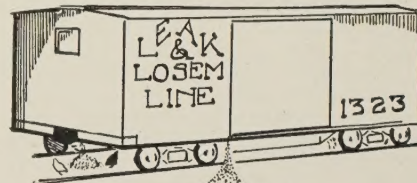
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Grain Insurance Covers Bran.

Bran is grain. At least a fire policy on a stock of grain in a building occupied as a grain warehouse covers part of the stock consisting of bran. Such was the decision of the Court of Civil Appeals of Texas in the suit brought by J. L. Walker, Ft. Worth, Tex., against the German Fire Insurance Co., Peoria, Ill.

According to the testimony of Mr. Walker in the trial court, the value of his property was \$19,394.20. In order to be absolutely safe from loss, he carried insurance to the amount of \$21,500. The value of the policy issued by the German Fire Insurance Co. was \$1,500. The jury awarded Mr. Walker \$1,377.60. The German Insurance Co. also carried additional insurance on the warehouse amounting to \$5,500 exclusive of the amount of the policy involved in the law suit.

All of this insurance totaling \$7,000 was acquired shortly before the fire. Another company, which formerly insured Mr. Walker's property, refused to carry the risk longer at the reduction in rates.

The stock carried by Mr. Walker was larger than the insurance company expected and the loss occurred so soon after the insurance was taken out, that the insurance company refused to pay. Suit was instituted and the insurance company charged Mr. Walker with having altered his books after the fire in order to show a larger stock than he really possessed. A jury in the lower court found in favor of Mr. Walker.

Judge Hodges said the entire case hinged on the definition of bran. If bran is grain the insurance company insured it from loss by fire. The policy read: "Form 12. Grain Policy Form. \$1,500. On stock of grain and sacks owned or held by assured in trust or on commission or on joint account with others, or sold but not delivered, while contained in the one-story composition roofed frame building occupied by assured as a grain warehouse, situated on the southeast corner of Railroad and Missouri avenues, Fort Worth, Texas."

Judge Hodges in his opinion said: "The testimony showed that bran was usually and commonly carried by the defendant in error as a part of his stock in that particular warehouse, and that bran was generally recognized and considered as a part of the stock of a dealer in grain, and as such was included in the usual contents of a grain warehouse. We judicially know that bran is a product made by grinding wheat, a recognized species of the grain family. It is grain reduced to another form, and may well be included within the generic term 'grain,' when considered as an object of insurance in a mixed stock with other grains."

New Broom Corn Exchange.

The Broom Corn Exchange of Oklahoma City, Okla., was organized Oct. 1 under the auspices of the Chamber of Commerce. The Exchange expects to handle the great crop of Oklahoma, which has formerly gone to other markets.

The handling of broom corn on a large scale is planned and two large warehouses have been leased for that purpose. The Exchange expects to handle 1,000 carloads this season.

No corn will be owned by the Exchange. The organization will act only as agent of the seller. Its revenue will be obtained thru storage charges and commissions on sales, the corn being held in storage until ordered sold by the owner. The old consignment method is thereby eliminated.

How the yield of strawberries was increased 128 per cent by the use of electricity, sugar beets from 120 to 140 per cent and barley and beans about 32 per cent is told by J. Kuhn in the Journal of the Agricultural Institute, of Halle, Germany. In his experiments the author found that under irrigation, barley, rye, winter wheat and summer wheat gave about the same grain and straw yields whether electrified or not.

Books Received

NATIONAL HAY ASS'N'S nineteenth annual convention held at Kansas City, Mo., July 16, 17 and 18, is completely reported in a compact little volume, 5½x7¼ inches, with 313 pages, free to members of the Ass'n. The volume contains half-tone engravings of the officers of the organization in addition to all of the proceedings and addresses of the convention, list of members and the by-laws. The publication reflects great credit on the Ass'n's efficient sec'y, J. Vining Taylor, of Winchester, Ind.

In a letter to the governors of the United States, President W. H. Taft advocates the establishment of mortgage banks to make loans to farmers at a low rate of interest. The President believes this country should adopt the mortgage bank system now in vogue in France and Germany. The average interest charge paid by farmers in the U. S. is 8½ per cent, compared to 3½ and 4½ per cent paid by farmers of Germany and France. The American farmer adds each year to the national wealth \$8,400,000,000 on a borrowed capital of \$6,040,000,000. Total interest charges amount to \$510,000,000, according to the statistics of the President. The establishment of mortgage banks will be the chief topic discussed at the meeting of the governors at Washington in December.

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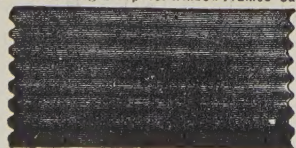
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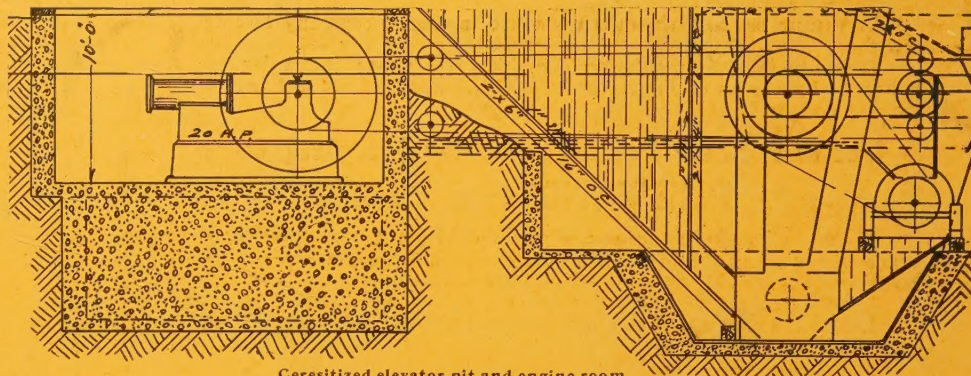
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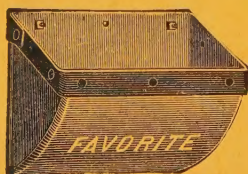
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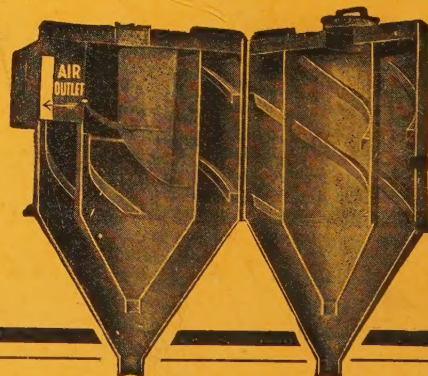
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